

U. S. Bureau of Investigation

Department of Justice

Room 1403
370 Lexington Avenue.
New York, N. Y.

Mr. Nathan.....
Mr. Tolson.....
Mr. Clegg.....
Mr. Edwards.....
Mr. Egan.....
Mr. Hughes.....
Mr. Quinn.....
Mr. Lester.....
Mr. Locke.....

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October 12, 1933

Special Delivery, Air Mail

Director,
Division of Investigation,
U. S. Department of Justice,
Washington, D. C.

RECORDED
&
INDEXED

OCT 20 1933
Re: UNITED AIR LINES TRANSPORT
PLANE #NC 13304.

62-29755-1
DIVISION OF INVESTIGATION
OCT 13 1933 A.M.
U. S. DEPARTMENT OF JUSTICE
DIRECTOR TOLSON
FILE

Dear Sir:

In compliance with the telephonic instructions of the Director, Agent Fay called upon Colonel Paul Henderson, Vice-President, United Air Lines, Room 957, 230 Park Avenue, New York City, at which time there were also present Mr. E. P. Johnson, President, United Aircraft and Transport Company and United Air Lines, Mr. W. A. Paterson, Vice-President, United Air Lines, and Colonel William Donovan, legal representative, at which time the following information was obtained concerning the crash at Chesterton, Indiana:

The air transport bearing Department of Commerce identification symbols #NC 13304, which was a model 247, Boeing airplane, left the airport at Newark, New Jersey at 4:30 P.M. October 10, 1933 and arrived at Cleveland, Ohio on time and continued to report by radio at regular intervals. The last report received from this plane was at 8:39 P.M. Central Standard Time, at which time it was flying over North Liberty, Indiana, at an altitude of fifteen hundred feet. The pilot reported that he could see two beacon lights ahead; that there was a seven thousand foot ceiling and everything was O.K. This plane was due in at Chicago at 8:55 P.M. Central Standard Time but due to headwinds which it had encountered was running fifteen minutes late. The next radio report due was at 8:59 and was not received. It is believed that the ship crashed shortly before this time at Chesterton.

Upon examination of the plane, only five bodies were found, whereas the transport was carrying seven people when it left Cleveland. A thorough search of an area embracing several miles was conducted and the rear section of the tail (rudder and surfaces) was found about one-half mile west of where the cabin had crashed. The two other bodies were found nearby. Over an area of one mile from where the cabin was



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found were also found pieces of the forward section of the tail and, in addition, scraps of metal, and bolts and nuts which did not belong to the plane. Where the rear section of the tail had separated from the forward section, the edges of the metal appeared to be turned outward, indicating to officials of the air line that apparently a terrific explosion had occurred. The pieces of the forward section of the tail appeared to indicate that that particular section of the plane had been shattered to pieces. On the wood trim in that section were found impregnated pieces of metal. All specimens of the metal collected have been turned over to an expert connected with the crime laboratory at the Northwestern University, Chicago, for a further analysis in an effort to determine definitely the origin of the metal and, also, whether an explosion had occurred. No fuel lines or lubricating oil or any other combustible material was stored in this compartment during the trip. No mail was carried and the only package aboard was the hand baggage of the passengers and a one pound express package which was stored in the forward part of the ship. The only article known to be in the tail compartment was a small handbag belonging to the pilot.

Various witnesses interviewed by the coroner, namely, Carl Davis, of Valparaiso, Indiana, are alleged to have stated that they heard a terrific explosion in the air and, upon looking up, saw the airplane headed for the ground. No flames are said to have been seen at this time. When the airplane crashed, no explosion ensued, but the ignition switch was found to be on the "on" position, which probably accounted for the fire which followed.

It is the theory of the air line officials that when the explosion occurred, it severed the tail at a point just forward of the toilet compartment; that when this happened, the plane immediately went into an outside loop and glided for a distance of approximately one mile where it crashed upside down. As it will be noted that the plane was headed west, that part of the tail was found one mile west of the cabin of the plane, indicating that it went into the outside loop and traveled eastward until it crashed. That part of the forward section of the toilet compartment which could be identified on the cabin seemed to indicate that it had been blown inward. The bowl in the toilet appears to have been pushed downward.

Mr. D. V. Colyer of the United Airways, is in charge of the investigation for the Airways Company. His office is located on the thirty-eighth floor, 221 North LaSalle Street, Chicago, Illinois, and his home address is 1219 Ashland Avenue, Wilmette, Illinois, telephone Wilmette 4026. He has prepared a map, now in his possession,

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showing the geographical positions in which the various sections of the ship were found.

While conferring with Colonel Johnson, a long distance telephone call was received by him from Mr. Colyer in Chicago, at which time the latter related that he had just been in telephonic communication with the coroner at Valparaiso, Indiana, who stated that he had some additional information which he did not care to discuss over the telephone and, further, that he had found some powder marks. It was not clear just where these powder marks were found. Mr. Colyer also related, at that time, that a Western Union telegram had been received at the Municipal Airport, Chicago, Illinois on October 11, 1933. The following is a copy of the telegram received:

" Gentlemen

" Please send information in regard to the
crash near Chesterton Indiana. Please
send the whole name of one of the passengers
E Smitt and where he is from

(signed) Mrs. Mary Cutches
560 Grand Street."

Mrs. Mary Cutches, 560 Grand Street, Brooklyn, New York, was interviewed this afternoon and stated that her son, Charles Cutches, 22 years of age, had been missing since May, 1932. She described her son as 6'3" tall; 196 lbs.; medium complexion, light brown hair; blue eyes. It later developed, during the interview, that this son was burned to death in an automobile accident someplace in Georgia about that time and because of the fact that the body of this boy was consumed, it was impossible for her to identify it upon its arrival in Brooklyn for burial. On July 19, 1933 a photograph appeared in the New York Daily News showing a group of Irish pugilists who had just arrived in this country. She believed that she saw a resemblance in the photograph of one of these pugilists, named Ernie Smith, to her son, and since that time has believed that her son is still alive. She related that the undertaker who buried her son was a Mr. Garshva, whose business is located on South Fourth Street and Bedford Avenue, Brooklyn, N. Y. It is not believed that Mrs. Cutches has any information of value concerning the present investigation, as she related she merely forwarded the above quoted telegram for the purpose of possibly identifying the passenger listed in the newspapers as E. Smith as being her son.

It was further related that ships leaving the Newark Airport for the West at that particular hour of the day leave on close schedule and, on this particular occasion, one ship had arrived at the Chicago Airport one-half hour before the NC 13304 and another had

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landed fifteen minutes after the above plane was due. The last one to land saw the glare of the fire in flying over. The contention of the air line officials is that it would have been impossible for the plane to break at that point under the conditions prevailing at the time and they point out the fact that the flying conditions were ideal. The only conceivable manner advanced by the air line officials in which the tail might be severed in this manner would be for a plane to go into a power dive from an altitude of ten or fifteen thousand feet and then suddenly pull out, but it is contended that this situation in this particular instance would be impossible inasmuch as, if the ship did go into such a maneuver, it would have crashed head on before the tail would have had a chance to become separated.

Mr. Paterson related that a passenger named Emil Smith, whose only address is Chicago, somewhat aroused the curiosity of the air line officials because of his actions. He boarded the plane at Newark, at which time he attempted to take a bottle of liquor out of his bag and he was informed by one of the attendants that he would not be permitted to do this. The bag was then locked and placed in the forward compartment. However, he had in his possession a small package which he was permitted to keep with him in the passenger compartment. When the plane landed at Cleveland, it was suggested that he take a little walk inasmuch as the plane laid over at this point for a period of fifteen or twenty minutes. However, he refused to do this and kept close to the ship. It is understood that a nephew of Smith, whose name is unknown, has been interviewed by Mr. Golyer at Chicago. Incidentally, Smith's body was one of those found one-half mile west of the plane.

Miss Dorothy M. Dwyer, another passenger, who was enroute to Reno, Nevada, for the purpose of marrying a man named Baldwin, arrived at the Newark Airport from Boston and missed a connection because of a puncture at Hartford, Connecticut. Arrangements were made for her to fly on the four o'clock plane but she failed to obtain her ticket in time and missed that plane. For this reason she was on the plane that left at 4:30 P.M.

On October 11, 1933, Dr. Edmund H. Padden, flight surgeon of the Boeing Systems, whose address is Municipal Airport, Oakland, California, but who is now in New York City, noticed Baldwin, Miss Dwyer's fiance, board a plane on which he, Dr. Padden, was riding, at Reno, Nevada. Padden at that time was informed by the man who brought Baldwin to the plane that the latter had been hysterical and had received medical attention and was given, by his doctor, a prescription containing morphine and bromine. During the trip to Chicago, he informed Dr. Padden that he had seen a physician, who had given him a remedy to help him out. Dr. Padden related that after the flight

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started, he did not seem to be particularly agitated although he informed Dr. Padden that he might go to pieces when the flight started and requested the latter to help him in that event. At Salt Lake City he told the doctor that it was a bomb that blew the ship up on which Miss Dwyer was traveling although Baldwin volunteered no further details. To check this information, Dr. Padden talked to the 2-pilots but found that they knew nothing about this angle of the crash. Traveling on the same plane was a man named E. A. Seidel, 1802 First National Bank Building, Baltimore, Maryland, and with whom Dr. Padden became friendly. He requested Mr. Seidel later during the trip to talk to Baldwin concerning the bombing of the other plane, but Baldwin appeared to know nothing concerning this when spoken to by Seidel. Dr. Padden related that Baldwin wore a large diamond ring and impressed him as being possibly a gambler of Reno. He further stated that he was met by four tough looking Italians when he arrived at Chicago.

The following is a list of the persons aboard the plane at the time of the crash:

Pilot, Harold R. Tarrant,
Oak Park, Illinois.

Co-pilot, A. T. Ruby,
Oak Park, Illinois.

Fred Schendorf, Chicago,
Manager, Apartments Division,
R. Cooper, Inc.,
Chicago, Illinois.

Emil Smith,
Chicago, Illinois.

Warren Burris,
Radio service man,
came from Columbia Airport.

Miss Dorothy M. Dwyer,
67 Mt. Vernon,
Arlington, Mass.

Miss Alice Scribner, hostess,
Chicago, Illinois.

It was related that the United Air Lines transported Bailey and Bates from Oklahoma City to the Federal Penitentiary at Leavenworth last Sunday and that their might possibly be some connection between that incident and the explosion on the plane. It

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was further related that some labor trouble had been encountered with their pilots but that neither the pilot nor the co-pilot was an active agitator, in fact, both had refused to join in the movement. However, Mr. Paterson related that one pilot, still employed by the company and flying out of Cleveland, named Laurenzana, was inclined to be a vicious agitator.

The United States Department of Commerce investigation is being conducted by Inspector Bryan Jacobs, attached to the Chicago office, and Major R. A. Schroeder, Chief of the Air Lines Inspection Service of the Department of Commerce, was in Chicago today conducting his investigation.

The substance of the foregoing information was telephonically communicated to the Director on the afternoon of October 12th, at which time he ordered that the Chicago Division office be immediately fully informed and that they be instructed to contact Coroner Davis at Valparaiso, Indiana, obtain all details in his possession; immediately contact the Department of Commerce Inspectors for the purpose of obtaining their views on the crash and, in addition, interview ~~these~~ other witnesses who may have information indicating that the plane crashed as a result of explosives placed in the plane. It should be kept in mind that Baldwin made the statement while enroute from Reno to Chicago that the plane had crashed as a result of explosion of a bomb.

The New York office is checking at the Newark Airport for the purpose of developing information along this line and is also endeavoring to obtain the background of passenger Emil Smith.

Very truly yours,

T. F. Cullen

T. F. CULLEN
Special Agent in Charge

③ Division
2 Chicago
2 New York

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October 13, 1933.

MEMORANDUM FOR MR. WILLIAM STANLEY,
The Assistant to the Attorney General

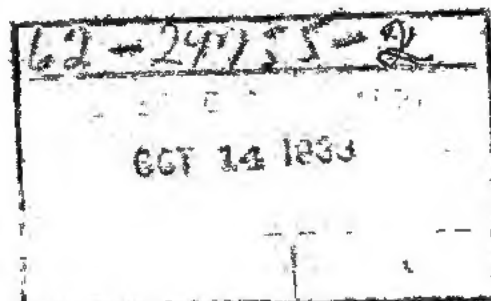
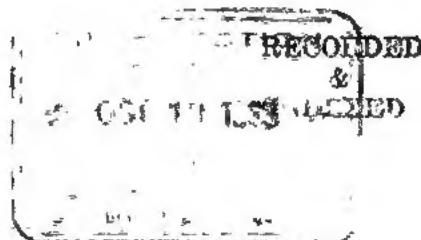
I wanted to advise you that immediately following my conversation with you of yesterday concerning the information which has been furnished to you by Mr. Kramer that the United Aircraft Corporation of New York was in possession of certain information indicating the possibility that a bomb had been placed upon the airplane which crashed near Valparaiso, Indiana, a few days ago in which all passengers and the pilots were burned to death, I instructed our New York Office to at once contact with Colonel Hansen of the United Aircraft Corporation and obtain such information as he had concerning this matter.

Following this conference with the officials of the United Aircraft Corporation, at which I understand was Colonel William J. Donovan, their New York counsel, I contacted by telephone our Chicago Office and instructed that immediate inquiry be made at the scene of the wreck; that they at once interview the coroner, the investigators of the Department of Commerce, the officials of the United Aircraft Corporation at Chicago, and any other persons who might be in possession of any information relating to this matter.

This investigation will be vigorously pressed and a full and detailed report submitted to you as soon as it is completed.

Very truly yours,

Director.



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October 14, 1933.

MEMORANDUM FOR MR. HUGHES.

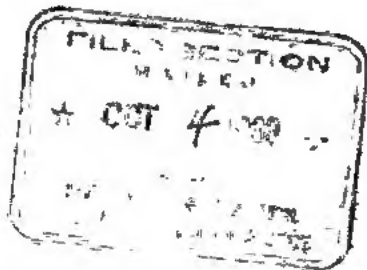
Mr. Carroll Peake telephoned to state that in this morning's New York Daily News there appears a story from Chicago that SAC Purvis is investigating the possibility that there was a bomb placed aboard the United Airline plane and inquired whether we had any further information in this regard. I advised Mr. Peake that we had only been working on the case about twenty-four hours and had received no report as yet.

Mr. Peake inquired whether I thought there was any connection between this and the fact that a United Airline plane was used to transport Bailey and Bates to Leavenworth. I stated that I did not believe there was.

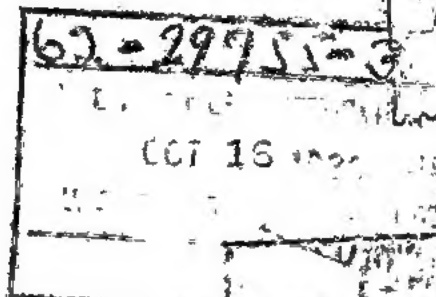
I stated that I thought it was very unfortunate that such a report had leaked out, because if it were caused by someone placing a bomb on the plane it will make it much harder to detect the person or persons responsible.

Very truly yours,

Director.



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&
INDEXED



UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT CHICAGO, ILLINOIS

FILE NO. 100-1591

REPORT MADE AT CHICAGO, ILLINOIS	DATE WHEN MADE 10/14/33	PERIOD FOR WHICH MADE 10/12-14/33	REPORT MADE BY J. J. HEATING
TITLE UNKNOWN SUBJECTS			CHARACTER OF CASE CRASH OF UNITED AIR LINES TRANSPORT PLANE NO. 10-12304

SYNOPSIS OF FACTS:

On the evening of October 10, 1933, in Jackson Township, Northeast Porter County, Indiana, United Air Lines Transport Plane 10-12304 crashed, carrying seven persons to their death. Statements of witnesses and persons who heard crash vary as to a loud noise having been heard. Cause of the crash has not been determined and investigation is continuing.

T.

REFERENCE:

Letter of New York office to Director, 10/12/33.

DETAILS:

On the evening of October 10, 1933, at about 2:00 o'clock United Air Lines Transport Plane No. 10-12304, crashed in Jackson Township, one and one-half miles North of Jackson Center in Northeast Porter County, Indiana, carrying seven persons to their death.

DO NOT WRITE IN THESE SPACES

APPROVED AND FORWARDED: <i>M. A. Quinn</i>	SPECIAL AGENT IN CHARGE	62-29755-4	RECORDED AND INDEXED OCT 17 1933
COPIES OF THIS REPORT FURNISHED TO: Division-3 (Enc.) New York-3 (Enc.) Chicago-3		UNITED STATES BUREAU OF INVESTIGATION ROUTED TO: FILE	CHECKED OFF: JACKETED:

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Upon receipt of telephonic information from Assistant Agent in Charge F. X. Ray, regarding available facts in instant case, Agents W. S. Murphy and D. O. Smith proceeded to the Executive Offices of the United Air Lines Company, 221 North La Salle Street, Chicago, Illinois, where Mr. D. B. Colyer, one of the Vice Presidents, was interviewed in regard to the crash of United Air Lines Transport Plane Number NOL3204, near Chesterton, Indiana.

Mr. Colyer stated that Messrs. E. P. Lott, Vice President in charge of operations, and R. E. Pfenneig, General Superintendent of the National Air Transportation Company, were the first Chicago officials who proceeded to the scene of the crash, and each of these gentlemen were still in the vicinity of Valparaiso, Indiana, for which reason their complete reports were not available, however Mr. Colyer did view the plane and surrounding environs of the crash and stated in view of his own survey, he could furnish some information at present regarding the probable cause of the accident.

Mr. Colyer verified the passenger list as follows:

Pilot Richard H. Tarrant,
308 West Erie Street,
Oak Park, Illinois.

Co-Pilot A. T. Ruby,
320 Wisconsin Avenue,
Oak Park, Illinois.

Miss Alice Scribner,
1057 North Sacramento Boulevard,
Chicago, Illinois.

Fred Schendorf,
6829 Chappel Avenue,
Chicago, Illinois.

Earl Smith,
5100 Argyle Street,
Chicago, Illinois.

Warren E. Burris,
Columbus, Ohio.

Miss Dorothy M. Dwyer,
67 Mount Vernon Street,
Arlington, Mass.

Mr. Colyer stated that the tail section of the plane fell about one-half mile from the scene of the crash, almost intact. The heavy vertical fin and rudder of this section were little damaged, having fallen into soft ground. The left wing fell into a bank and was crumpled considerably. The right wing apparently was torn off by a tree and remained almost intact. The remainder of the body of the plane stood on edge and was almost completely extinguished by fire. One wheel was found banked against a tree and the other one nearby. One engine was found about fifteen feet from a tree and the other about forty feet distant. Apparently the plane was traveling at a rate of approximately one hundred and fifty miles per hour when it struck the ground. Apparently the cylindrical tanks contained approximately 272 gallons of gasoline when the crash occurred. He estimated that one tank contained approximately 123 gallons and the other 150 gallons. The tanks had been refilled at Cleveland, Ohio. He believes that the impact burst the gasoline tanks and the heat from the fire caused the air in the tires of the wheels to explode. He is of the opinion that the fire occurred after the crash and was unable to furnish the names of any witnesses, except that apparently four farmers, who resided near Chesterton, had appeared before the coroner at Valparaiso, Indiana, and that the names of these witnesses, together with the information furnished by them, would be available in the immediate future. In this connection it is noted that Agents of the Chicago Division Office are now in the vicinity of Valparaiso, where they will conduct appropriate interviews regarding the details of the crash.

Mr. Colyer continued by stating that the bodies of passengers Emil Smith and Warren F. Burris were found approximately one-half a mile from the point of the crash, stating that both passengers had been identified by relatives. He added that United Air Lines records indicated that Emil Smith, who boarded the plane at Newark, New Jersey, gave his residence as 911 Argyle Street, Chicago, Illinois, however inquiry by Air Lines officials disclosed that Smith lived in the vicinity of 5100 Argyle Street in Chicago, Illinois. He had previously been engaged in a small grocery business and inquiry disclosed that Smith had left Chicago previously, without furnishing his destination or probable time of return, and he considered this significant, in view of the fact that Smith apparently is engaged in a small business and that he was employing a plane for cross country travel; that inquiry by United Air Lines officials also disclosed that the relatives of Smith at 5100 Argyle Street, received a telegram advising that he was returning to Chicago by plane, however, Mr. Colyer was unable to furnish the exact wording of the telegram and in this connection it is believed that the relatives of Smith should be interviewed for further details regarding his activities. Mr. Colyer further stated that when the plane landed at Cleveland, Smith declined to leave the environs and it is reported he retained a small package, wrapped in a newspaper, at all times, and that he may have been drinking.

It is the opinion of Mr. Colyer that Smith may have been carrying some explosive in the form of nitro-glycerine and that same may have been set off in the rear section of the plane, thus causing a severance of the tail section from the main body, which resulted in the crash. Mr. Colyer advised that he was unable to find any glass or fragments of a bottle, however efforts were continuing in this respect, with a view of ascertaining, if possible, the nature of the container in which explosive substance could have been carried.

Mr. Colyer was of the opinion that an explosion had occurred near Chesterton and furnished the following theory: He stated, stating at the same time he believed it improbable, that gasoline escaping from the feed lines near the front of the main body of the plane to the rear section, where it was exposed to a mixture of air and was exploded by ignition or friction. He stated that ample drainage is provided in the bottom of the fuselage and that if gasoline had accumulated in any quantity whatever in the fuselage, the fumes of same would have been obvious to the passengers and that the pilot would have made a forced landing for the purpose of ascertaining the location and cause of the trouble.

The body of Pilot Tarrant was found about 30 to 40 feet from the crash and was not badly burned. The body of the Co-Pilot, A. T. Ruby, was found approximately 20 feet from the crash and was badly burned. The bodies of Miss Dwyer and Miss Scribner, stewardess, were both badly burned and found at the scene of the crash, as was the body of the remaining passenger, probably Fred Schendorf.

Mr. Colyer advised that one Stanley Baldwin, the fiance of Miss Dwyer, proceeded from Reno, Nevada, to Chicago by plane, arriving in the latter city about 2 A.M., October 12th, and that riding on the plane with him was Dr. E. H. Patton, United Air Lines physician, who advised that Baldwin was of the opinion that a bomb had exploded, causing the crash, and that this information was received by the newspapers, who had given it unique publicity. Dr. Patton proceeded to New York City, where he was stopping at the Barclay Hotel. It was later ascertained that Mr. Stanley Baldwin and one Thomas A. Kenney, of 57 Mt. Vernon Avenue, Arlington, Mass., left Chicago at 3:05 P.M., October 12, 1933, over New York Central Lines, enroute to Boston, Mass., with the body of Miss Dwyer. This information was furnished to the New York Division Office by telephone on October 13, 1933, for the purpose of having Mr. Baldwin interviewed regarding information he may have indicating that a bomb explosion occurred on the plane.

The United Air Lines officials are preparing a map, showing the points at which various sections of the ship were found after the crash. However, at the time of this interview the map was not completed. Mr. Colyer advised that the map probably would be completed on the night of this investigation and that the Chicago Office would be furnished ample blue prints of same for further assistance in this investigation.

Officials of the United Air Lines Company collected a sweater jacket, blankets, two handbags, a brief bag, a rain coat, a copy of Pilot's Regulation Book, together with a metal sheet (bulk head portion), taken from near the rear mail pit, together with a small piece of brown flooring, all of which were found within a radius of a half mile from the scene of the crash. The above articles no doubt fell from the plane at the time the tail section was severed and they show no indications of fire. The cloth articles are punctured with holes of irregular shape, as the rain coat, the handbags and brief bag. The latter articles contain small portions of metal pieces and in one of the handbags the bottom portion of a glass bottle was found, which contained a black substance, indicating powder marks. The metal sheet likewise was perforated with holes and torn in places. The perforations were surrounded, in many instances, by a dark substance and all of these were sent to the Northwestern University at Evanston, Illinois, for scraping and analysis, in order to ascertain if the black spots and pieces of metal could have been a part of a bomb which caused the explosion. The toilet seat which fell from the rear of the plane was found also and it was noted that apparently a terrific pressure had forced a portion of the bowl through the open space of the seat. The officials of Northwestern University and the United Air Lines promised to furnish the Chicago Division Office a copy of their report immediately after the analysis is completed.

Mr. Colyer stated he was unable to furnish any additional information at this time, as he is waiting reports from Messrs. Lott and Pfennig; that no doubt he can furnish a report within the next two days, of all details, and he will cooperate to the fullest extent with this office.

Mr. Colyer furnished copy of a telegram received from Mrs. Mary Cuchas, Brooklyn, New York, together with information from the Western Union that Mrs. Cuchas could not be located. However, her address was later ascertained and her telegram of inquiry was answered. These telegrams are quoted as follows:

"BROOKLYN NY OCT 11 1933 1123A

THE MUNICIPAL AIRPORT

GENTLEMEN PLEASE SEND INFORMATION IN REGARDS TO THE CRASH NEAR
CHENSTON AND PLEASE SEND THE WHOLE NAME OF ONE OF THE PASSENGERS
E NAME AND WHERE HE IS FROM

MRS MARY CUCKER
560 GRAND ST BROOKLYN NY"

"MRS MARY CUCKER 560 GRAND AVE BROOKLYN NY IS UNKNOWN AT THIS AD-
DRESS CAN YOU GIVE CORRECT ADDRESS

CHGO OCT 11 1933 434P"

"MRS MARY CUCKER
560 GRAND AVE
BROOKLYN NY

AS DEFINITELY AS CAN BE DETERMINED PARTY REFERRED TO IN YOUR TELE-
GRAM LIVES FIFTY ONE HUNDRED ARGYLE AVENUE CHICAGO STOP WE DO NOT
HAVE INFORMATION AS YET ON FULL NAME"

Mr. Colyer stated that officials in New York had ascertained
that Mrs. Riches is probably mentally unbalanced, due to the loss of her
son some time two years ago.

Mr. Colyer stated emphatically that he doubts if any employee
of the United Air Lines was involved in the crash. He added that a new
schedule of wages was announced some time ago and after considerable con-
troversy, the Air Lines officials and employees agreed to submit the schedule
to a Board of Arbitration for a decision, which will be furnished about October
25, 1933. Mr. Colyer stated that he is not personally acquainted with Pilot
Laurenzana, who flies from Cleveland, for which reason he is unable to express
any opinion regarding this pilot's probable implication in instant matter.

On October 12, 1933, Special Agents A. D. McHegon, and W. Carter Baum, interviewed Mr. BRYAN JACOBS, and Mr. A. KEELY, Inspectors for the Aeronautics Branch of the United States Department of Commerce, and at the same time Major R. A. Schroeder, and Mr. Luther Harris, inspectors from Washington, D.C. Mr. Jacobs had made a more or less complete examination of the scene of the wreck of the United Air Lines airplane, and in consequence it was he who furnished most of the information. Major Schroeder and Mr. Harris had not visited the scene of the accident. At the termination of the interview Mr. Jacobs conducted Agents Baum and McHegon through one of the air liners similar to that which crashed, in order that a complete picture of this ship could be had by Agents. The airplane that crashed was operated by the United Air Lines and bore number NC 13304. This ship was manufactured by the Boeing Airplane Company, model 247. As an explanation of the work done by the Department of Commerce, Mr. Jacobs pointed out that the United Air Lines had ordered sixty of these airplanes, at a cost of approximately \$60,000.00 per plane. The Aeronautics Branch had endeavored to curtail the production of these planes to a smaller number, until their adaptability could be properly determined. However, the United Air Lines had contracted for the complete set of sixty, and in addition there was a contract let for fifteen additional planes, which contract however, was being held in abeyance pending certain structural changes. It will be seen that the United Air Lines has an investment ranging between \$350,000.00 and \$500,000.00 in these airplanes, and in consequence these officials are especially anxious to establish the fact that there was no structural weakness in the plane that crashed. The duty of the inspectors of the Aeronautics Department of the Department of Commerce, however, is primarily to protect the safety of the thousands of airplane passengers who travel each year. In consequence, these inspectors after a crash endeavor to establish if possible, a structural weakness. Mr. Jacobs said that the investigation was proceeding along these lines, although of course the theory that a bomb may have been used in the destruction of this plane was being considered, and of course it would be a relief to the inspectors as well as to the company officials to determine that this wreck was caused by a bomb, rather than by any structural weakness.

Description of the plane was next entered into, in order that an accurate picture of the wreck could be conveyed. It will be noted at this point that this plane was the fourth plane turned over to the United Air Lines by the Boeing Airplane Company, and had been in service about one year, that is to say, it was one of the oldest of the planes of this type. This plane is constructed almost entirely of Duraluminum. The ship has twin motors, and in addition is of the monoplane type. The forward end of the fuselage is a baggage compartment. The tip of the back of the wings, and the baggage compartment appears at this point. The next portion of the ship is the pilot's cabin. Beginning at about the pilot's cabin the wings are attached to the ship. Each of these wings is attached to the girder, partially made of steel, which runs through the wings, and there are two 135

gallon gasoline tanks. The two motors are mounted about one-sixth of the way out on the front section of the wings. The aerilons are located on the rear side, and at the ends of the respective wings. These flaps are for the purpose of maintaining the horizontal position of the ship. At the rear of the pilot's cabin is the passenger cabin. This cabin is about twenty feet long and is equipped with ten chairs, which are placed at each side of the ship with an aisle between. There is a window beside each chair. The pilot and co-pilot are shut off from the passengers by a bulkhead equipped with a good size door. Along the upper part of the ship, above the windows, there are net racks which are used for holding blankets and personal belongings of the passengers which are carried into the ship with the passengers. At the rear of the last passenger seat on the starboard side of the plane there is the door used by the passengers for entrance and exit. As one enters this door on the left there is a wall running for about eighteen inches at right angles to the length of the ship, and this is equipped with three small doors. In the lower door there is a compartment where the stewardess keeps magazines. In the second compartment there is a container for sandwiches, extra coffee, and the like, and in the upper section there is a space for various items that the stewardess may need, and in this upper space, which resembles a small cupboard, any intoxicating liquor that is taken from any passengers is placed, awaiting the arrival of the passenger at the airport of his or her destination. It is of course against the rules of the United Air Lines to indulge in intoxicants while aboard any air liner. After this wall there is a door which sets at about a 45 degree angle to this wall, and which is nearly directly opposite the entrance door, and which is directly in the rear of the aisle between the seats. This is the toilet door. There is a folding seat against this door, which is used by the stewardess when the plane is loaded to capacity. The stewardess probably uses a regular seat when the plane is not fully occupied. After this door there is a wall which again runs at right angles to the left of the ship, and there is a space between this wall and the rear seat on the port side of the ship of about fifteen inches. In this space on the floor of the ship there is a rack in which the stewardess keeps the Thermos bottles of hot coffee which she serves on the trip, and attached to the outside wall of the toilet compartment above this rack there is the belt for the stewardess' seat. Each seat is equipped with a belt so that in case of falling the passengers may remain seated. The toilet door opens outward into the passenger compartment. The toilet is a cubby-hole affair. The rear wall of the bulkhead completely separates the toilet from the rear baggage compartment, and there is no means of reaching the rear baggage compartment from the front of the plane. Since these ships have come from the factory a small opening about fifteen inches long and about five inches high has been cut into the top of this rear bulkhead and a small compartment has been made above the rear baggage compartment in which space the stewardess keeps the ten pillows which she carries on this plane. However, the bottom of this compartment forms the roof of the baggage compartment, and there is just enough space in this door for the

stewardess to insert and extract these small pillows, and no way of placing anything in the rear baggage compartment, which is completely shut off. Because of the fact that the articles which were in the toilet were found, and their condition presents one of the peculiar aspects of this case, it will be necessary to describe the articles in this toilet. Attached to the rear of the toilet and against the section of the wall which separates the small compartment in which sandwiches, books etc. are kept, there is a small water basin, and a small enclosed vessel used to hold the water. Against the port side of the ship there is a toilet. This toilet while small is built like the usual toilet, is made out of duraluminum, with an oval seat and a light duraluminum top. Underneath this seat and top there is a removable gas, which has an automatic collapsible top, which will open when weight is put upon the toilet seat and which closes when weight is removed from the toilet seat. There is some chemical carried in the bottom of this can. In addition there is a vent which leads from the can to the outside of the ship. Above the seat of the toilet there is a small oval window about one foot long and about eight inches wide. In the rear of the toilet is the baggage compartment which is separated by the bulkhead, as mentioned above. This space is approximately four feet wide, and there is a bulkhead at the other extremity of this baggage compartment, in which there is a door which opens into the furthest end of the tail of the ship. The door to this baggage compartment is about three and one half inches high, and is located on the port side of the ship, that is, the opposite side from the starboard side, where the passenger entrance is located. It is located of course about six feet in the rear of where the passenger entrance opens on the outside of the ship. There is a Best lock attached to the entrance to this rear baggage compartment. Inside the baggage compartment when the door to the rear bulkhead is open there is a space of about twenty feet leading to the tail of the ship. This space is not designed for baggage or for other use. The rudder and elevator controls which run beneath the floor of the toilet and baggage compartments, emerge from under the floor at this rear bulkhead, and run through this tail section to their respective points. It would be difficult to ride in this tail section without becoming entangled in these cables, and of course the balance of the ship would be destroyed, and the pilot would be easily able to determine if anyone were in this tail section. At the end of the ship there is a large rudder, and the usual elevator equipment. It is interesting to note that the general design of these ships, which are the fastest passenger planes now operating, is of the so-called Fokker type of construction, that is, the strength of the wings and of the tail, is for the most part in the skin of the ship. In the case of these planes of course, the skin is duraluminum. The tail of the ship from the toilet on is composed of sheets of duraluminum, riveted together, and in addition there are four tubular duraluminum channelings, and a number of smaller duraluminum channelings

running lengthwise with the ship, but these are of such a character that they provide comparatively little support, the idea being that the strength of the tail is in the skin of the ship. The same idea is carried out in the wings of the ship, although there is a substantial spar running from the fuselage out into the wings, to maintain their shape.

Mr. Jacobs stated that he received information about 11 P.M. that there had been an accident on a United Air Lines plane in Indiana. He proceeded as soon as possible to that point, and arrived about 12 midnight, approximately three hours after the accident had occurred, which he believed was at about 9 P.M. He discovered that the spot where the accident occurred was about seven or eight miles east, and possibly a little south of Chesterton, Indiana, and was not at the spot usually described in the newspapers, which point was indicated on various maps as immediately south of Chesterton. He said that these planes usually fly at an altitude of approximately 1000 to 1500 feet above sea level, which made the elevation at this point above the actual ground level of about 500 to 1000 feet. Mr. Jacobs said that there was about a 7000 foot ceiling at the time of the accident, and there was some head wind, as had been reported. When he got to the wreck he discovered that it was being guarded by Indiana State Police, although there were numerous persons about the countryside, who had gathered there and who had gone into the nearby fields endeavoring to find souvenirs of the accident, and in fact, on his way back to Chesterton after spending the night examining the wreckage, he discovered that numerous fragments of the plane and articles found nearby had found their way into the hands of individuals in the countryside. Mr. Jacobs said that the plane was going in a north easterly direction at the time that it landed, and from the position of the fuselage there is little doubt that the plane had landed on its back, that is to say, with the wheels in the air. From the way that the plane had landed, approximately on an even keel, except that it was upside down, it appeared that the pilot had maintained the aerion control until the moment of the crash. When the fuselage crashed, and as will be noted later, the tail section was missing, the wings had broken off from the body of the plane, but the main section of the plane had continued on forty or fifty feet. The gasoline tanks had continued with the main body of the plane. About 100 feet in a south westerly direction from the fuselage was found the tail portion of the plane, which comprised the rudders and elevators, and on one side a section of the tail of the fuselage, about two or three feet long. The various cables were found to have snapped immediately at the points where they were found to the rudder and elevators. Parts of the plane which apparently came from the tail section reaching from the toilet inward were found scattered over the countryside, and as far as a half mile away. About 250 feet from the fuselage of the plane, or about 1500 to the rear of the plane, two of the bodies were found. These were the bodies of Smith, and the radio man Burris.

This radio man was coming from Columbus, Ohio to Chicago and was merely a passenger on the ship. Mr. Jacobs examined the bodies of these two men and said that there were no singe or burn marks on either of them, and nothing that would indicate they had been injured previous to being ejected from the ship. The clothing of these men was not examined.

The toilet door was discovered about 600 feet from the fuselage, and a short distance north of the direct line between this portion of the wreck and the tail. A portion of the door to the baggage compartment was also found but Mr. Jacobs did not know just where this door had been located. As indicated, however, parts of the plane had been widely scattered. Mr. Jacobs said that it was his theory that this plane had been proceeding in a westerly direction along its usual route at an altitude of between 800 and 1000 feet, at which time some explosion or breakage occurred in the tail and that the ship probably nosed over and made a half loop. It did not go directly back on its course, however, but swerved northward about thirty degrees, making it go in a north easterly direction, and proceeded rapidly to fall on its back. At just what time the tail portion had finally separated from the main body of the plane he could not say.

Before going into the question of what the wreckage showed and what the witnesses said Mr. Jacobs explained that there were two possible explanations for this accident. One explanation was that this type of plane is afflicted with an aviation phenomena, known as "tail flutter". Tail flutter is apparently a vibration of the tail of the plane while it is in motion. This continual vibration wears down the resistance of the body until finally at the time of some strain these parts disintegrate. Another possible explanation is that there was an explosion aboard the ship, which may have been caused by a bomb. Mr. Jacobs pointed out that this airplane had been in use about the length of time which would bring to the fore any structural weaknesses that it might possess. He stated that it was unnecessary at this time to go into a technical discussion of possible tail flutter. He had however, in his possession, the toilet door. This door was found lying on a plowed field about 200 feet to the north east of the tail section. The portion of the door which was found consisted of the lower three fifths of the door. The door was upholstered on the side towards the passenger cabin, and this upholstery was entirely missing, as was the stewardess's seat which was attached to the door, although the hinges for holding this seat still remained intact. This door showed that there had been tremendous air pressure against the lower portion, since the duraluminum was pressed in considerably against the channelings, which helped support the door. There were also a number of jagged holes throughout the entire door. These holes had no particular size; some were large, some were small, some were round and some long and narrow. The inside of this door was finished with an aluminum nitro cellulose composition, and each place where a dent or a hole was found this composition was found to be broken, and the bare duraluminum showed around the holes. At the same time the upper portion of the door had

apparently been bent inward severely from the passenger cabin. Mr. Jacob's theory was that some object, or some person in the cabin had thrown themselves violently against the door, or had been thrown against it, which bent in the upper portion of the door, even though the air pressure from the explosion or some other cause had pressed in the door at other points. The water container in the toilet was found, and this container had burst outwards. If there was an explosion it was apparent that it must have taken place in the toilet or in the rear of the toilet, and not in the compartment for the passengers, because of the fact that the holes through the toilet door were all made by objects pressing from the toilet side, in towards the cabin. The water container as indicated by Mr. Jacobs would not have been broken in case of any explosion, since the water contained therein would have probably resisted the compressing force of the explosion, which would have made it break outward. The toilet had been pushed into the oval toilet seat by apparently some tremendous air pressure. It was as though someone with tremendous strength had stamped upon this seat. The can which is located beneath the seat was found, and the sides of this can were compressed as if some strong external force had been exercised upon it. There were apparently no holes in the toilet seat or the can, and no holes in the water vessel, except those which were made upon the landing of these objects. Various fragments of the body however, a number of which were partially identified as being from the portion between the toilet and the tail were found, and about fifty percent of these pieces of the skin had holes in them. Mr. Jacobs had not particularly noticed whether these holes seemed to be of a character which showed that something had pressed against them from the inside out, or from the outside. He had picked up a piece of the bulkhead however, between the toilet and the rear baggage compartment, which he believed had shown holes both ways. He said he did not know where this piece was at this time, and that he doubted that it would be returned with the rest of the wreckage since it is very probable that someone had managed to make away with it. Mr. Jacobs' investigation had revealed that there was no passengers baggage in this rear baggage compartment from information forwarded from the last stop, but that the only articles in this compartment were the personal belongings and the baggage of the pilot and of the stewardess. There was a light load on this ship, and all the passengers baggage had been stowed in the front baggage compartment. This rear baggage compartment is supposed to be locked in accordance with postal regulations, since these planes sometimes carry air mail, although an investigation at Cleveland would be necessary to determine whether this door was open or closed. The pilots were changed at Cleveland, and the pilot has the key to this rear compartment, but the ground man also has a master key to these compartments. However it is very possible that the dead pilot placed his personal belongings in this rear compartment, and the ground man might be able to state whether the pilot locked it again or not. Mr. Jacobs said that the

remains of the plane which had landed with the five bodies and the pilot had been burned to a point where information which it might have revealed was of no value. Duraluminum, it appears, contains enough magnesium so that if a hot fire is started and this metal starts to melt, the duraluminum will continue the fire. In this case, as will be indicated later, the fire undoubtedly was the result of a gasoline explosion upon the landing of the plane, and of course was a very hot fire for a short time, which resulted in the melting of practically the entire amount of duraluminum, or its mis-shaping into an unrecognizable mass.

Mr. Jacobs stated that he had attended the Coroner's inquest at Valparaiso, Indiana, and that he had questioned various witnesses who had appeared there, who were six in number. Three of these witnesses, named Arndt, had recited that they were sitting in their home playing cards when an explosion occurred. These people stated that the explosion shook the house; that they immediately rushed outside and saw the plane coming down. There was no fire in the plane. They could distinguish the plane easily by its lights which were still burning. Because of the darkness they could not determine whether the tail section was intact or not. This plane then landed about 500 feet from their home. They stated that at the time this plane landed they felt no shock or tremor. No witnesses were examined who stated that there was any fire in the air, or that any flames were seen to come from the plane at the time that the explosive noise was heard. It appeared plain that there were no flames until after the plane landed, at which time the gasoline exploded. These people were unable to say whether the plane landed on its wheels or on its top, and were unable to say whether it turned in the air, although the evidence would indicate that it probably did not, and as has been previously stated, aerial control was maintained to the end. There were reports in the newspapers to the effect that persons saw the passengers endeavoring to get out of the plane, but that they were unable to evade the flames. No testimony was introduced to indicate that any of the passengers were alive at the time the fire occurred, and Mr. Jacobs said that no doubt all the passengers were dead by the time persons got close enough to the plane to see anyone in it. It was pointed out by Mr. Harris, that the mere fact that there was a loud noise or explosion in the air did not necessarily indicate that there was actually an explosion of any type, or that a bomb or other object had exploded in or near the plane. Mr. Harris stated that investigations of airplane crashes and accidents had revealed that the breaking of any part of a plane, or particularly the breaking of the skin in the air, was usually accompanied by a loud noise similar to an explosion. As an example it was pointed out that a woman air racer lost her life in a recent air meet held in Chicago. At that time while racing with numerous other contestants, a small section of the fabric tore off the wing of the plane which she was piloting. This section was about two feet square, yet when it ripped off it was accompanied by an explosive noise

which could be heard above the noise of the other planes in the contest which were flying with engines wide open, and was loud enough to startle the entire crowd watching the races. Investigation of other air wrecks, it was pointed out, had revealed that a breaking of the fabric or skin of the plane almost invariably resulted in loud explosive noises. This does not indicate however, any reason why a tremor should have been felt in the Arndt home and Mr. Jacobs was unable to explain why a tremor should be felt if there was other than an explosion of some type of explosive. Mr. Jacobs said that it was possible of course, that the Arndts had not properly recorded or described their experiences, at that time, and may have believed that their home trembled when it did not, although these individuals seemed positive that at the time of the explosive noise the house had trembled enough to be felt. This fact Mr. Jacobs said, was an argument in favor of a possible bomb theory. Mr. Jacobs stated that at the present time there are no facts which had been discovered which could not be satisfactorily explained by a bomb theory. There were several facts which were not so easily explained by the tail flutter theory, which were, namely: the holes in the various portions in the tail of the plane, and the tremor of the house. Mr. Jacobs pointed out that information had been received by him to the effect that the rear baggage door had been discovered, and that this door bore black marks, which were believed to be possibly powder burns. Mr. Jacobs said that while he had not examined this door, he had learned from other sources that there were very likely no powder burns on the rear baggage door of this plane. On the rear baggage door on the inside, there are two places, one at the top and one at the bottom, where the door is painted black, about ten by six inches. He stated that these two black spots are used as blackboards to record the weight of the baggage in the front baggage compartment, and the weight of the baggage in the rear baggage compartment. These black spots, which were at first thought possibly to be powder burns, are he believes the black painted sections he refers to. The plane which agents examined had these sections painted in black on the door.

Mr. Jacobs said he submitted his report directly to the Accident Investigation Board, the Chairman of which is Mr. Jess Lankford, in the Aeronautics Branch, United States Department of Commerce at Washington, D.C. This board takes Mr. Jacobs' report and the report of the other investigators, and also the report of the airplane company, and after an investigation of the evidence submitted, makes an open finding. Mr. Jacobs includes with his report all facts, as well as his opinion as to the cause of the crash. Mr. Jacobs pointed out that his findings were confidential and that he would be glad to cooperate with this Division, but requested that any findings that he might make be held in confidence since they are not official, and the only official finding of the Department of Commerce is made by the Accident Investigation Board, who make a thorough investigation of the entire matter. In this way, Mr. Jacobs pointed out, the various inspectors are protected in their work, and any erroneous opinion of the inspectors may be properly checked before being given public notice.

Mr. Jacobs was of the opinion that all of the pieces of the plane had not been obtained by United Air Line Officials or by other officials, and that many parts had probably been taken by persons who found these parts. There was evidence however, that the entire section of the plane between the toilet and the tail had disintegrated. Mr. Jacobs was questioned in an endeavor to learn whether if the tail was snapped off, the guy lines or cables running to the rudder and elevators would not have caused considerable damage in snapping back. Mr. Jacobs said that it was possible that these lines, which had a tensile strength of about 2500 pounds, could easily have snapped under the strain, causing holes to be made in the side of the ship, although it would not be likely that these cables would go into bits small enough to account for the numerous holes which were found. It was noticed by agents that these cables are fastened together and tightened by iron line tighteners which are composed of two screws and a long dual rod, which is turned and simultaneously draws in the two screws to which the guy lines are fastened, thereby tightening the guy lines.

Mr. Jacobs said that he would be glad to furnish the Chicago Division office with any further information that might come to his attention and that he would also be glad to confer with the Chicago Division office upon the submission of his final report to the Accident Investigation Board.

Special Agents W. Carter Baum and K. R. McIntire, on October 13, 1933, called at the funeral parlor of Mr. John V. May, 4559 Milwaukee Avenue, Chicago, Illinois, and with Mr. May's permission Special Agent McIntire procured fingerprints of Emil Smith, one of the passengers in the air liner. Rigor Mortis had set in and Mr. Smith had been laid out in a coffin and was being viewed by friends and relatives. However, individual prints were made of each finger on separate pieces of cardboard, and these prints were assembled on a Division fingerprint form and submitted to the Division under date of October 13, 1933, for a reply in connection with any fingerprint data concerning this passenger. Photostatic copies of these fingerprints are being forwarded to the New York office with copies of this report, and photostatic copies are being retained in the Chicago Division office.

Mr. Fred W. Smith, the father of Emil Smith, was interviewed at the undertaking parlor. He stated that his son was 44 years of age and would have been 45 on December 14, 1933. He stated his son lived at 5100 Argyle Street with his aunt, Miss Anna Riedl. Mr. Smith said that his son had enlisted in the Army in about 1915 and had served in the Army until 1920, at which time he was honorably discharged. During the World War he was stationed in the Hawaiian Islands. When he returned to the United States, he went into the grocery business with his aunt at the above mentioned address and remained in that business until about 1930, at which time the business was sold.

Charles Smith, Emil's brother, assisted Emil and his aunt in conducting this business. Upon the selling of this business, Smith was left without any occupation, and since positions were not plentiful, he did not make any strenuous efforts to secure employment, since he and his aunt were comfortably situated. He spent his time for the most part enjoying himself in the various sports of which he was fond. His principal sport was duck hunting, although he was fond of bird hunting and of trap shooting as well. He was also a devotee of fishing and was a general sports fan, endeavoring to attend various sporting shows, such as baseball and the like. He was known to be extremely friendly and was not known to have any enemies but only a host of friends. Mr. Smith said that his son did not have a pistol permit to his knowledge, but that his son usually carried an Illinois hunting license with him at all times. He stated he never knew his son to own a pistol or revolver, although he owned a number of shotguns. He never knew his son to own a rifle, although he was not sure that his son might not have had a rifle at this time.

Mr. Smith said his son had left for New York by plane, he believed in order to attend the World's Series. He said that his son did not state that he was going to the World's Series. Mr. Smith said that his son seldom wrote to anyone, and that the family received no communication from him while he was away. Mr. Smith said that he had no knowledge of what his son did in New York or where he stayed. He said that Miss Reidl, however, had received a telegram from Emil Smith, telling her that he was returning. Mr. Smith said that he lived at 5370 Lawrence Avenue, and his telephone number is Kildare 1815. This telephone, he said, was listed in his son's name, although his son did not live at his home.

Mr. Smith stated that he had attended the inquest at Valparaiso, Indiana, and that he had heard the testimony of the various witnesses. He said that he had worked for many years for the Rapid Transit Company in Chicago, Illinois, and that he was in the habit of giving reports, and that he was convinced of the unreliability of the witnesses who had attended the inquest in Indiana. He said that these persons appeared to him to be unable to accurately account for just what they saw or heard on the night of the accident, and that their replies to questions on first examination were so indefinite on a great many points, that he did not think these people really had gained a clear impression of the affair. He said that he had gained the impression from the various witnesses that one of the motors had not been found, and he believed that it might be that this motor had exploded in the air, and that the sections of the motor had passed through the rear of the plane and had torn it to pieces.

Mr. Smith said he would be glad to cooperate with this office in any way possible, but that he could ascribe no reason why anyone would have desired to have attacked his son, and that he knew his son had no animosity against anyone. He stated that his son had spent a good bit of his time in the fall in a club along the Illinois River, hunting ducks, and that he was very likely returning to resume this avocation.

Agents Baum and McIntire interviewed Miss Anna Reidl, at her apartment on the second floor of 5100 Argyle Street, Chicago. Miss Reidl owns this home. With her when she was interviewed were Charles Smith, the brother of Emil Smith; William Hake, a cousin of Smith's who claimed to have been a former friend of agent Shanahan, who was killed while attached to the Chicago Division office; Mr. and Mrs. F. E. Black, 609 Dole Avenue, former neighbors of Emil Smith, and Mrs. Edward Smith, the wife of the owner of the gun club at which Emil Smith spent part of his time, but no relation whatsoever of the passenger.

Miss Reidl stated that she did not remember the exact day when Smith had left Chicago but that it was about two weeks prior to the accident. Smith left, stating that he intended to witness the World's Series baseball games at New York City. He also indicated that he had some sort of proposition in New York by which he might obtain satisfactory employment. He did not say just what his plans were other than that.

Miss Reidl said that Smith lived with her largely because his people were not inclined to approve of his desire to hunt and fish, but that he should be gainfully employed, and in consequence Emil had always found her home more congenial. He was very quiet, Miss Reidl said, and would often come in the evenings and play pinochle with her, or would take her on hunting trips with him. Miss Reidl appears to be about sixty years of age.

Miss Reidl pointed out that she received no communication whatever from her nephew while he was in New York. He seldom wrote to anyone while he was away, she said. In fact, while he was hunting, she stated, the only communications through which she heard from him were those which she wrote to Mrs. Edward Smith.

Miss Reidl stated that Emil Smith was not married and had no intentions of marrying, to her knowledge.

She stated that she received the following telegram from him on October 10, 1933, addressed to "Anna Reidl, 5100 Argyle Street":

"Leaving New York today by plane. Everything O. K.
Love - Emil"

The symbols on this telegram were CAG 183-8 - RV New York, New York 10 257. The telegram was stamped October 10, 1933, 2:10 P. M., which apparently showed the time of its receipt in Chicago. The symbols would indicate apparently that it was sent at 2:57 P. M. E.S.T. from New York City, and was received at 2:10 P. M. C.S.T. in Chicago.

None of those interviewed at Miss Reidl's residence would ascribe any motive for anyone desiring to harm Mr. Emil Smith, but said he was well liked by everyone, had a host of friends and had no enemies.

Through the courtesy of Superintendent Hohern of the Jefferson Park Postal Station, 4939 Milwaukee Avenue, who did not know Mr. Smith, agents interviewed the carrier to this neighborhood, Mr. Ernest L. Hane. Mr. Hane said he had not seen Mr. Emil Smith for some time, but that his general reputation in the neighborhood was very favorable. He stated that he knew that Emil Smith at one time had operated a grocery store on that corner, and that he had sold this store, but that he had not seen Mr. Smith at the apartment above the store. He, however, had been regularly delivering mail to that address for Mr. Emil Smith. He said there was absolutely no information in the neighborhood which would indicate that Mr. Emil Smith had any hoodlum connections, or that he was engaged in any illegal or illegitimate practice.

Mr. Hohern said he had a carrier living at 5055 Argyle by the name of Dave Jurk, who was on sick leave. He promised to interview this carrier as to the reputation of Smith when the carrier returned. A telephone call to Mr. Hohern on October 14, 1933, resulted in information that Jurk was still sick, but Mr. Hohern stated one David Evans, a carrier at his station, knew Smith and had procured information in the neighborhood to the effect that Smith had left to go to see the World's Series in New York City, and that he bore an excellent reputation in the community.

As a result of information conveyed by telephone from the New York office to the Chicago office on October 14, 1933, agent called Mr. Frederick Smith on the telephone in order to ascertain if he knew whether his son ever loaded his own shells. Mr. Frederick Smith said that his son did not load his own shells. He stated that his son was a member of the Northwest Gun Club, located North of Dempster Road on Milwaukee Avenue, opposite the cemetery in which Emil Smith was buried. He said that the place where Smith stayed in the fall and shot ducks was not a regular gun club, but was merely one of the numerous sleeping places along the Illinois River where parties arranged to put up hunters.

A telephone call to Avenue 2140, the residence of Emil Smith at 5100 Argyle Avenue, resulted in information from Charles Smith, his brother, that Emil never loaded his own shells and he contended that anyone who did so was a cheap scote. He said the business of the factory was to load the shells, and that the factory knew how and could do a better job than the amateur re-loader.

Mr. Edward Smith was present at the Reidl apartment during this telephone conversation, and agent talked to him over the telephone. He said that he operated a hunting club near Basa, Illinois, on the Illinois River, the telephone number of which club is Basa 065. Mr. Smith said that he is absolutely no relation to Mr. Emil Smith, but that Mr. Smith had stayed at his place on a number of occasions and he had become very friendly and intimate with him. He stated Mr. Smith did not re-load his own shells and that he had never known Mr. Smith to use or have anything to do with explosives. He said that there was no work around the gun club or any other place that he knew that needed explosives of any character. He knew nothing further regarding the movements of Mr. Emil Smith other than those already detailed by the relatives, except to state that he had expected Mr. Smith to come to the hunting club this fall.

Mr. Charles Smith stated that his brother was a member of the Northwest Gun Club, but that at present he had his guns at home, preparatory to taking them to the hunting club of Mr. Edward Smith on the Illinois River upon his return.

Agent Baum communicated with Mr. Jacobs, Inspector, Aeronautics Branch, U. S. Department of Commerce, by telephone on October 14, 1933, at which time Mr. Jacobs said that the statement of Mr. Frederick Smith that one of the motors had not been found was erroneous, since both of the motors had been discovered a short distance from the fuselage. Mr. Jacobs said that as far as he knew, the Northwestern University Laboratory had failed to submit any report concerning the various parts which were submitted to them for examination.

He said that the article which appeared in the Chicago Daily Tribune under date of October 14, 1933, had been prepared by the United Air Lines, and that it had been initiated by the Northwestern University Laboratory, although that laboratory had not completed its examination, but the facts ascribed to the laboratory were of a fragmentary nature.

Mr. Jacobs stated that he understood that in addition to the various parts which he had discovered, there was in addition a journal which was carried by the pilot, which had been found, so he had heard. This was a leather brief case like bag, and he understood that it had been riddled with small parts of duraluminum.

Mr. Jacobs said that from the findings which he had made to date, he had been unable to determine whether there had been any explosion on board the ship, or whether this plane had broken due to the possible theory of tail flutter. He said again that the mere fact that a loud explosion-like noise had occurred was no evidence whatsoever of an explosion on the ship, since the ripping of the tail from the ship due to any structural weakness would have sounded like the report of a cannon.

Mr. Jacobs also had mentioned the fact that they had discovered a blanket with numerous holes in it. Mr. Jacobs said he would be glad to confer with agents of this Division at the time he submits a report on this matter.

Mr. Jacobs also indicated that the lighting circuit of this plane was distinct from the motors, which were operated with magnetos. He said there were two circuits to his knowledge, one circuit lighting the port, starboard and tail lights, while the other circuit lighted the cabin. The ignition of the plane, he said, was controlled by a master lock over which the pilot had control. By pulling this lock, the ignition could be cut off. Mr. Jacobs said it would be impossible to say whether this ignition was cut off at the time the plane landed, but that he believed from his observation that the fire had started from the bursting of one or more of the gasoline tanks and the igniting of this gasoline due to the friction of the metal as the plane crashed onto the ground.

The Chicago Division office will conduct an additional inquiry at the Northwest Gun Club in order to ascertain any possible explosives that Smith may have carried, since it is understood from the telephone conversation with the New York office, that Smith was in possession of a cylindrical shaped package about 1' long and 4" in diameter, which was wrapped in brown paper and sealed with gun tape, now in common use. Smith is supposed to have kept this package with him on the plane, to have had it in his hand at Cleveland and to have had it in his possession at the time he embarked on the plane from Cleveland.

By instructions of Special Agent in Charge M. H. Purvis, Special Agents W. C. Ryan, John L. Madala and John J. Keating of the Chicago Division Office proceeded to Valparaiso, Indiana, on the afternoon of October 12, 1933, to conduct investigation at the scene of the disaster of the bi-motored ten passenger cabin plane of the United Air Lines, reported to have exploded a thousand feet in the air in Jackson Township, Porter County, Indiana, on the night of October 10, 1933.

Dr. C. M. Davis, coroner, Porter County, located at Valparaiso, Indiana, was interviewed by agents. He stated that the disaster occurred on the farm of James Smiley, Trustee of Jackson Township, one and one-half miles north of Jackson Center in the Northeast section of Porter County, carrying seven persons to their death. The disaster occurred about nine p.m. at which time there was a slight rain fall, however no indication of lightning. The coroner further advised that there were three passengers aboard the ill fated plane in addition to two pilots, a radio operator, and a stewardess. All lost their lives. The dead are:

Harold R. Tarrant, Chief Pilot
A. T. Ruby, Co-Pilot
Miss Alice Scribner, Stewardess
Fred Schendorf, Passenger
Miss Dorothy M. Dwyer, Passenger
Earl Smith, Passenger
H. R. Burris, Radio service employee
of the United Air Lines

The coroner stated that the majority of the witnesses testified that they had heard a terrific explosion in the air, which was preceded by a flash; that the plane was going in a Westerly direction, and after the explosion it apparently shot back Eastward, and crashed about five miles Southeast of Chesterton, Indiana, on the Smiley farm. The plane was located between Indiana State Highway route 41 and forty nine along the old grade of the LaPorte Division of the Chicago Air Lines, which was abandoned nine years ago, just north of the Jackson Center High School. He further advised that the witnesses testified that when the plane crashed it burst into flames immediately and that five of the bodies were removed shortly after the flames died down about the frame. Two bodies, those of Burris and Smith, were not found until daybreak of the morning of October 11, 1933. They

were found in the weeds about a half a mile from the plane; that it was believed that these two men either were blown out of the plane at the time of the explosion or else jumped. He further advised that five of the bodies were removed to local undertaking establishments at Valparaiso, Indiana. The bodies of Smith and Purrie were brought to O. W. Bartholomew & Sons Funeral Chapel. Those of Schendorf, and Miss Scribner to the Stinchfield Funeral Home, and that of Miss Dwyer to Frank A. LaPell & Son Funeral Home. The bodies of the two pilots were taken to the Flynn Chapel at Chesterton, Indiana. The coroner, from his investigation, was of the belief that an explosion of some kind caused the disaster. Coroner Davis further informed agents that the personal property of the victims had been turned over by him to their relatives and that certain other property, which had been obtained at the scene of the accident and which might be of value to the investigation, was turned over to Sheriff Fry of Porter County at Valparaiso, Indiana.

Sheriff Neil Fry was interviewed by agents and stated that the following articles which had been turned over to him by the coroner were in turn turned over by him (Fry) to Thomas P. Hirsch and D. P. Lott, representatives of the United Air Lines, Inc. at Chicago, Illinois:

Three Blankets
Two Grips
One Brief Case
One Raincoat
One Sweater
Pilots Guides and Magazines

These articles were subsequently turned over to the Northwestern University Laboratories for analysis. Sheriff Fry still had in his possession an envelope on which the following was inscribed, "Kate E. J. Tarrant, Chicago" and which contained United Air Lines weather bulletins, four forms #2715 of the Post Office Department, which apparently pertain to mail dispatches of October 9 and 10, 1933, one letter postmarked New York, N.Y., no date, addressed to Mr. Richard E. Pfennig, Nat Cleveland Airport, Cleveland, Ohio, from Room 8, 330 W. 42nd Street, New York City. The envelope to this letter was found opened and contained advertising matter of the Aviation Magazine, 330 W. 42nd Street, New York, N.Y. The envelope of Kate Tarrant further contained two Associated Press photographs of Mayor James H. Curley of Boston and Rear Admiral Byrd raising an NRA flag over the Jacob Ruppert Flagship of the Byrd Expedition to the South Pole, the flag

raising taking place at the Boston Navy Yard on October 9, 1933. The third picture was an action photograph of some unknown prize fighters. The aforementioned envelope was turned over to Special Agent J. J. Keating by the Sheriff of Porter County, Indiana, who received instructions to do so over the long distance telephone from Mr. E. P. Lott, Vice-President of the United Air Lines at Chicago, Illinois. This envelope appeared to be of value in this investigation as it was completely pierced in four different places showing that some metallic substance completely pierced same during the explosion.

Howard Lepell, 53 Monroe Street, Valparaiso, Indiana, embalmer for Frank A. LaPell & Son, Undertakers, advised that he proceeded to the scene of the accident within one hour of the time that the plane crashed and removed the body of Miss Dorothy Dwyer; that there was little more than a torso left of this body and the remaining portion was badly burned; that this body was claimed by Thomas A. Kenney, 67 Mt. Vernon Avenue, Arlington, Massachusetts, and that at the time of claiming the body Kenney was accompanied by Mr. Baldwin, who gave no address; that Kenney took complete charge of arranging for the removal of the body, and Baldwin paid the expenses; that he took the body to Chicago, Illinois, on the afternoon of October 12, 1933, and placed it on the 3:05 p.m. train of the New York Central lines destined for the railway depot at Boston, Massachusetts. He could furnish no address whatsoever for Theodore Baldwin, but advised that Baldwin and Kenney left on the same train on which the body left for Boston, Massachusetts, and that Baldwin could probably be located through Mr. Kenney at the Arlington, Massachusetts, address. He stated that the body was in such a badly burned condition that it was not possible to determine whether there were any powder marks or incisions caused by slugs of any kind penetrating the body, which might be the result of an explosion.

The address of Emil Smith, as listed on the airplane log, was erroneous, and upon interview with Charles L. Bartholomew of C. W. Bartholomew & Sons undertaking establishment at Valparaiso, Indiana, by Special Agent John L. Madala, it was determined that the address of his father, F. W. Smith was 5370 Lawrence Avenue, and that the body was taken to Chicago and delivered to the J. V. May Undertaking Establishment at 4559 Milwaukee Avenue, Chicago, Illinois. As the actions of Smith were reported suspicious and further that he carried a small package in the seat with him while a passenger on the ill fated plane, this information was immediately

communicated by agents to Special Agent in Charge M. H. Purvis at Chicago, Illinois, so that the true identity of Smith might be established there.

Deputy Sheriff Ezra Stoner of Porter County, Indiana, was interviewed and stated that he arrived at the scene of the disaster about thirty minutes after the airplane crashed; that the general information was that the disaster occurred in the air over the field owned by Frank Yagetski, just south of the old airline railroad right-of-way on the West side of the Jackson Center Road and about a mile North of the Community Hall; that the plane struck the ground just East of the road and South of the old railroad grade on the land owned by Joseph Brown and leased by James Smiley. The wings were flown to either side, one of them being crumpled and the other damaged but little. The cabin and main part of the plane hurdled along the ground, the two motors being thrown clear of the wreckage and parts of the framework wrapped around a tree. A tree in the road was uprooted and the top of one was sheared off. Five bodies were found in the plane, the pilots being thrown clear of the plane, and that all of the bodies which landed with the plane were burned with the exception of the pilots.

Deputy Sheriff Stoner further advised that Joseph Graff, Marion Arndt, and John Pechinski, who are farmers living near where the plane crashed, were first to reach the scene; that they had been playing cards at the Graff home, which is located just North of the old right-of-way and only a few rods from there the disaster is thought to have occurred. He further advised that Graff stated that they heard a terrific explosion and rushed out. The plane appeared to be quite high and some of the cabin lights were burning. The motors appeared to be running and as soon as they struck the ground there was another explosion and flames shot high into the air.

Deputy Sheriff Stoner further advised that souvenir hunters got busy early and the field, above which the disaster occurred, was soon stripped of the majority of the fragments of the plane which fell before the crash. The plane itself was hauled away the next day by a junk dealer from Hobart, Indiana, who was reported to have purchased same from the United Air Lines for the sum of \$75.00, and that the other wreckage of the plane, which was spread out on both the East and West sides of the road over a distance of approximately three quarters of a mile had been almost

completely removed by souvenir hunters, who were still in the vicinity of the wreckage in search of fragments of the plane for keepsakes.

Mr. Stoner stated that he advised the officials of the Air Line of the disaster from a telephone in a farmhouse in the vicinity and immediately went to the scene of the accident to assist the coroner in locating the bodies of the victims; that the log of the ship indicated that there were seven passengers on the plane and at first they were only able to locate five bodies, and he spent the rest of the night in search of the missing two bodies, and about daybreak of the following morning the bodies of Burris and Smith were found approximately fifty yards apart about three-quarters of a mile West of the main portion of the plane; that the tail of the plane was located about 200 yards East of the bodies of Smith and Burris.

Agents, accompanied by Deputy Sheriff Stoner, proceeded to the scene of the disaster, which is arrived at by traveling North on State Highway No. 49 out of Valparaiso to the intersection of Highway No. 49 with United States Highway No. 6, at which place a right turn is made, and traveling approximately two miles East on Highway No. 6 to Beverly Hills, where a right turn is made on a dirt road leading North, which road leads to the scene of the accident, approximately one mile North of United States Highway No. 6. The spot where the main portion of the plane fell is located on the East side of the gravel road and immediately on the South side of the La Porte-Valparaiso Air Line, which crosses the gravel road at this point. This spot was completely cleared of all debris, and numerous souvenir hunters were searching the vicinity for fragments of the plane. It was pointed out by Deputy Sheriff Stoner that the usual course of the planes traveling East and West is guided by the La Porte-Valparaiso Air Line, and that the beacon lights to direct the pilots are located on this air line at intervals of five miles. Agents could find no fragments of any value in the investigation at the spot where the main portion of the plane fell.

Agents were then taken by Deputy Sheriff Stoner across to the West side of the road on to a large partially plowed field and pointed out the spots at which the tail of the plane and the bodies of Smith and Burris were found. A straw stack is located approximately 100 yards slightly Southwest of the spot where the main portion of the plane was found, and the tail of the plane was located approximately 200 yards further Southwest of the straw stack. The body of Smith was located approximately 200 yards directly West of the tail of the plane, and the body of Burris about 50 yards further West. Deputy Sheriff Stoner advised that within approximately 15 feet of each of these bodies was found a thermos jug and container, which,

according to Deputy Sheriff Stoner, were part of the equipment of the aeroplane and are under each of the seats in the cabin. Mr. Stoner also stated that no fragments of the plane were found west of the point where the body of Burris was located; that all fragments were found between Burris' body and the main portion of the plane.

Agents inspected this field for articles of value or bits of wreckage which might tend to show the exact cause of the accident but the field appeared to be well gone over and all fragments had been removed by scavenger hunters and interested officials.

From the description of the places at which fragments of the plane were found, as shown to Agents by Deputy Sheriff Stoner, it appeared that the rear portion of the plane more than likely had shattered in the air, as it does not seem possible that the tail and parts of the wreckage could have been thrown so far clear of the main body of the plane.

With the assistance of Deputy Sheriff Stoner, the various parties in the vicinity who witnessed the crash of the plane or had any information of value with reference to the crash, were interviewed by Agents.

Agents interviewed Joe Graf, Route 2, Chesterton, Indiana, one of the witnesses, who testified at the coroner's inquest on October 12, 1933, in connection with this matter. It was noted that Mr. Graf's home is located approximately 100 yards Northwest of the point where the plane crashed.

Mr. Graf stated that on the night of the disaster, Marion Arndt, Johnny Richinski and he were in the house playing cards; that at about 9:00 P.M. he heard a loud, sharp report, which sounded to him like a bomb explosion; that immediately thereafter he, Arndt, and Richinski ran out of the house, and after looking about in the air, heard the drone of an aeroplane motor immediately above his house; that upon looking up he noticed a small, yellow light and a colored light, the exact color of which he could not state, which appeared to be on the plane; that the plane appeared to be circling down toward the earth at a terrific speed and shooting at about a thirty-degree angle in an easterly direction, and crashed to the earth. He further advised that there was another explosion and the plane burst into flames. At this point it will be stated that Graf positively asserted that the plane was not in flames before striking the ground; that the time intervening between the explosion in the air and the crash was less than a minute; further, that it had just begun to drizzle slightly, and although it was a dark night, the visibility was good. It was Graf's impression that the plane had exploded in the air at a point directly above where the tail was located.

Mrs. Maude Tillotson, Route 1, Chesterton, Indiana, whose home is one mile West of the point where the plane crashed and approximately 100 yards West of the place where Burris' body was found, was interviewed by agents.

Mrs. Tillotson advised that on the night of the disaster she, her son and Mrs. Brown were in the house, and that at approximately 9:00 o'clock they heard a loud, sharp report, which sounded like an explosion to her; that immediately after hearing this explosion, she ran to the rear of her house and looked outside; and upon not seeing anything, she returned to the house and ran to the front of her home; that after she arrived there, she heard a creaking noise like that of limbs breaking, and immediately thereafter heard a crash and saw flames shoot high in the air. She further advised that her son, Johnny Tillotson, was lying on a daybed or couch, reading a book with his face towards the window on the North side of the house; that he advised her that he saw the reflection of a flash through the window just prior to the explosion. It was Mrs. Tillotson's contention that the plane exploded immediately above the point where the bodies of Smith and Burris were located. It will be stated here that it was Johnny Tillotson who first notified the Sheriff's office of the accident.

Mr. Clarence Link, Route No. 1, Valparaiso, Indiana, upon being interviewed by agents, advised that he was outside of his home between the hen shed and barn approximately 9:00 P. M.; that he heard an explosion in the air but did not see any flash and did not see the plane fall, although he did state that after the explosion he heard the drone of the motor of the plane. He saw the flames leap into the air at a point about one-half mile to the North of his home.

He further advised that he had heard that one George McNathan and Pete Hanrahan of Valparaiso, Indiana, had seen the plane explode in the air. In this connection agents interviewed Mr. George McNathan, Route 1, Valparaiso, Indiana. It will be noted that Mr. McNathan was not one of the witnesses who testified at the coroner's inquest at Valparaiso, Indiana on October 12, 1934. Mr. McNathan's home is located approximately one-half mile South of the point where the plane had crashed.

Mr. McNathan advised that on the night of the disaster, a little before 9:00 o'clock he had gone to the barn, and while he was outside he heard the humming of an aeroplane motor from the East; that he stopped and watched the plane in the air; that the plane appeared to be coming across the route over which planes are flown daily, and that he had

seen the planes quite often but that for some reason or other he stopped and looked at the plane on this night; that while he was watching the plane he saw a flash which appeared to be a ball of fire shoot into the air from the plane and immediately after he heard a terrific explosion, which seemed to shake the ground; that after the explosion the plane appeared to make a counter-turn Northward and dive directly down in an Easterly direction and crash to the ground; that immediately after the crash he observed flames of fire leap about 100' in the air. He positively asserted that the motors of the plane were humming upon its descent and also stated that the plane appeared to be very much illuminated but he was not certain whether it was the cabin lights or a flame.

It was Mr. McNathan's contention that the plane exploded immediately above the point where the bodies of Smith and Burzla were found, and that the men fell from the plane and made a Northward counter-turn. He also stated he heard a scream as the plane descended, but could not state whether it was made by a man or a woman.

Mr. Leroy Harrahan, Route No. 3, Valparaiso, Indiana, was interviewed by agents, and he advised that on the night of the disaster he was standing in front of the Bluebird Gasoline Service Station, talking to a Mr. Caprous, owner of the Bluebird service station as well as manager. It will be stated that the gas station is located at the junction of Routes 6 and 49, approximately three miles Southwest of the point where the plane crashed. Harrahan advised that he was facing Northeast and saw the plane come from the East; that he watched the plane for a few minutes, then looked at his watch; that after observing the time he again looked up and saw a cloud of white smoke, and that the plane had fallen considerably in an Easterly direction; that the plane appeared to him to be going at a great rate of speed and appeared to be dipping to the earth; that he saw a light on the plane but could not state whether it was a light from the cabin or a flame. He and Caprous immediately got into his automobile and drove to where the plane had fallen and were there within ten minutes of the crash. It will be stated at this time that Harrahan positively stated that he did not hear any explosion or see any flash in the air, but he did state that the puff of smoke looked as though it might have come from an explosion of dynamite; that he is familiar with the action of dynamite, as he uses considerable amounts of it on his farm.

George Caprous, Route 1, Valparaiso, Indiana, advised that he was standing outside of his place of business, the Bluebird Gasoline Station, with Pete Hanrahan on the night of the aeroplane disaster, and that at approximately 9:00 o'clock he happened to look in a Northeasterly direction and observed what appeared to be a ball of fire shooting from the sky down to earth; that he and Hanrahan immediately surmised that an aeroplane had fallen. They jumped into Hanrahan's automobile and proceeded to the spot where the wreckage of the plane was found. Caprous was very definite in his statement that the plane appeared to be a ball of fire in falling. He advised he did not hear any explosion.

Information was received that Ira Barnard, whose address is Route 1, Westville, Indiana, had found the blanket at the scene of the accident, which he thought smelled strongly of nitro-glycerine or some other explosive. In this connection, agents proceeded to the farm of Ira Barnard, and there interviewed Mr. Ira Barnard, who advised that he and his family were in bed at the time the disaster occurred; that at about the time the plane was reported to have fallen, he and his family heard a loud noise resembling an explosion; that the family immediately got out of bed, and that his wife, upon hearing the telephone ring, which telephone is on a party line, picked up the receiver and overheard a conversation reporting the crash of the aeroplane; that he and his son, George, immediately proceeded to the scene of the disaster, and that when they arrived, the main portion of the plane was still burning; that they arrived too late to offer any assistance in removing the bodies, and that before returning home they picked up parts of the plane to keep as souvenirs; that they found a large section of the fuselage of the plane, bearing the name of the United Air Lines, about 400' East of the main portion of the plane. He also found several envelopes of the United Air Lines approximately 450' East of the plane. About 300' South of the plane, he found fairly good size metal parts of the fuselage, which parts contained a great number of holes which gave the appearance that parts of the metal had been blown through them. He also found on the West side of the gravel road, about 250' from the plane parts which appeared to be sections of the oil tanks. At about 300' Southwest of the plane on the West side of the road he found a large section of a woolen blanket, which blanket contained numerous holes, was badly torn and shredded from what appeared to be a terrific impact or explosion.

With reference to the blanket and the envelopes found at the scene of the disaster, Ira and George Barnard, Effie Barnard, wife of George Barnard, stated that these articles at the time they were picked up had an odor which they thought resembled very closely the odor of gun powder or some explosive. All three claimed that they are familiar with the smell of gun powder and other explosives, in that they had used various types of explosives around the farm. They stated that they were certain that these last mentioned articles smelled very strongly of an explosive matter.

Ira Barnard turned over to agents the section of blanket, envelopes and sections of the fuselage which appeared to show marks of an explosion. These articles are being retained in the Chicago Division office. At the time agents received the blanket and the envelopes, no trace of gun powder or any explosive seemed to be evident.

Information was also received that some party in Westville had found a suitcase containing an alarm clock, and in this connection agents, accompanied by Deputy Sheriff Ezra Stoner, proceeded to Westville, where Deputy Sheriff Stoner was advised by friends of his that the information concerning the suitcase containing an alarm clock could be obtained from Paul Reed at Pinhook, Indiana, which is approximately eight miles Northeast of Westville.

Paul Reed was located residing on Route 2, La Porte, Indiana, which is near Pinhook. At the home of Paul Reed there was located a section of a tank which bore some evidence that it might have been exploded from within. Mr. Reed advised that this section of tank was located on the West side of the gravel road, along which the main portion of the plane was found, at a point approximately 75 yards Southwest of the plane. This section of tank was turned over to agents by Mr. Reed, and arrangements will be made for the examination of this by the chemists at the Northwestern University Crime Laboratory, for any evidence of this tank having contained an explosive matter.

At the home of Mr. Reed was located John Gardner, who advised that his father, R. G. Gardner, who resides on Route 2, La Porte, Indiana, was the party who had found the section of a suitcase near the scene of the accident. He advised that to his knowledge it had never been asserted that this suitcase smelled of gun powder or that any alarm clock was found in the suitcase. He did state that one party in the vicinity of Pinhook had found the gasoline gauge from the cabin of the plane, and it seems that some mistake might have been made in connection with the alarm clock, and that rumors concerning the alarm clock had reference to the finding of the gasoline gauge.

At the home of Mr. Gardner agents examined the top of the suitcase which had been taken from the scene of the accident, by Mr. R. G. Gardner. This section of the suitcase showed no evidence whatsoever of having been exploded and appeared to be of no value to this investigation.

Mrs. R. G. Gardner turned over to agents the septic chemical tank used in the lavatories of planes. According to Mrs. Gardner, this tank was found approximately 100 yards southwest of the plane on the East side of the road. This tank is being retained in the possession of the Chicago Division office.

Attached to the New York and Division copies of this report are graphic charts setting out where the crashed plane and parts thereof, and the bodies were found in the Northeast section of Porter County, Indiana.

Carl M. Davis, coroner of Porter County, Indiana, informed agents that he had not submitted a coroner's report as yet due to the fact that he had not completed his investigation.

Mrs. Nathan Greenspan, 706 First Street, Auburn, Indiana, was interviewed by agents, and she advised that the tail of the plane in question, together with one of the motors and the two propellers were transported by her husband personally by truck to the Municipal Airport at Chicago, Illinois, and turned over to Inspector Jacobs, Aeronautics Branch, Department of Commerce, in order that inspection could be made of those parts of the plane.

On October 14, 1933, a letter was received by the Chicago Division office from Dr. C. W. Muehlberger of the Crime Detection Laboratory, Northwestern University, Chicago, Illinois, which is as follows:

"I have completed my examination of material involved in the airplane accident which occurred a few days ago in the region of Chesterton, Indiana.

Examination of the evidence leaves no doubt that prior to the crashing of the plane there was a violent explosion in the rear portion of the plane. This explosion was produced by a "high explosive" of the type of nitroglycerin, dynamite of high percentage strength, TNT, or some similar substance. The explosion occurred

either in the upper rear portion of the lavatory compartment or the fore part of the blanket compartment which is built into the rear of the upper lavatory section. The fact that the explosive was the "high explosive" type rather than the "low explosive" type is proven by the numerous holes made in Dural structure by flying particles of Dural and by the type of damage done to blankets, clothing and baggage which apparently was located in the rear baggage compartment. These holes were made by projectiles traveling at very high velocity, such as would be propelled by the shattering force of a high explosive, rather than by the slow push of a low explosive. Gasoline-air mixtures are definitely of the low explosive type. There was no evidence of fire in material coming from the rear portion of the plane, apart from the small amount of singeing incidental to the impact of fragments of Dural traveling at extremely high velocity. Nothing was found which could be definitely identified as a portion of explosive container, bomb, or time mechanism such as is found in so-called "infernal machines". The particles of metal which were driven with bullet-like speed into the floor of the plane, the leather and leatherette materials of baggage containers and Dural sheeting was found to be Dural. These projectiles apparently resulted from the shattering of Dural structure in close proximity to the explosive."

Additional investigation is being made by the Chicago Division office at this time, and undeveloped leads, if any, will be set out in a subsequent report.

PENDING

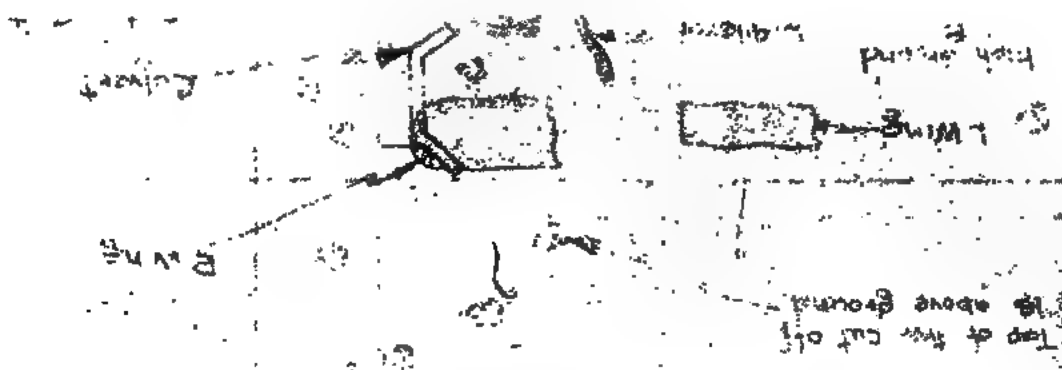
Diagram —



ENCLOSURE

ENCLOSURE

62-29755-4



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62-29755-4

8:05 PM

October 13, 1933



Memorandum for Mr. Hoover: Telephone call from Mr. Purvis, Chicago Office.

Mr. Purvis said that he had been approached and asked to approve for release the following article:

"E. B. Collier, Vice President of the United Airlines tonight made public a joint statement which he said was agreed to by the Department of Justice, the Department of Commerce and the Laboratory of Northwestern University, stating that the accident to one of the Company's passenger transport planes near Chesterton, Indiana, Tuesday night was caused by a high explosive.

The statement said, 'Consolidation of all available evidence surrounding the accident leads to the conclusion that it was caused by a high explosive presumably located in the area of the cargo space and toilet section aft of the passenger cabin, and ahead of the rear section which was severed by the explosion. This forced the plane to the ground where it caught fire. The nature of the container for the explosive will probably never be known as the container apparently was completely destroyed. There is no proof that the explosive was a time bomb. It is impossible to determine whether it was in a liquid or a solid form, according to the Laboratory of Northwestern University, which made tests on the fragments of the plane's metal structure and cabin furnishings damaged by the explosive.

Despite a thorough investigation by the Company and interested Federal organizations it has not been possible to ascertain, as yet, why the explosive was on the plane. There is conclusive evidence that there was no gasoline explosion or fire in the air, and no structural failure of the airplane until after the explosion."

A representative of the United Airlines brought the above statement over to Mr. Purvis and wanted him to agree to allow it to be published. Mr. Purvis told him he could not subscribe to it because he had not completed his investigation and he, of course, could not make any statement in that regard. The representative said that the Department of Commerce men there in Chicago are calling headquarters in Washington tonight for the purpose of ascertaining if they will be granted permission to give this statement out there themselves.

Mr. Purvis said he will not give out anything until or unless Mr. Hoover tells him to. He said if he is called again about this before he gets word from Mr. Hoover he will tell him they can give out anything Chevrolet M. to but they cannot quote the Department of Justice on it.

Mr. Purvis will probably be at the office tonight.

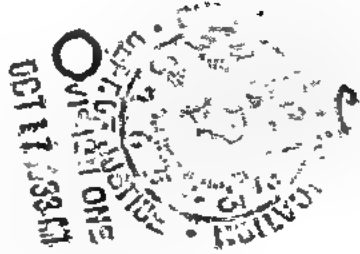
hwg

OCT 17 1933

I informed Purvis that under no circumstances should he give in this or any other statement. 10/19/33 D. C. S.

62-29755-5	
DIVISION OF INVESTIGATION	
OCT 17 1933	
U. S. DEPARTMENT OF JUSTICE	
NATHAN Unit One	FILE

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1002 Post Office & Court House Bldg.,
Boston, Massachusetts.

October 13, 1933.

62-29755	
OCT 13 1933	
FILE	FILE

Special Agent in Charge,
Division of Investigation,
U. S. Department of Justice,
Room 1403, 370 Lexington Ave.,
New York, New York.

Dear Sir:

In accordance with your telephonic request of October 13, 1933, that Mr. Theodore Baldwin be interviewed relative to any statements he has made and any knowledge he may have as to the possible bombing and destruction of the United Airways plane at Chesterton, Ind., on October 10, 1933, the following information was obtained by Special Agent J. A. Murphy of this office:

Mr. Baldwin, who at this time is stopping at the Elita Carleton Hotel in this city, stated that he was formerly a broker in Boston, Mass. but for the past six or seven months has been engaged in the real estate and mining brokerage business at Reno, Nevada, and living at the Riverside Hotel in Reno. He has known the late Miss Dorothy Dwyer for approximately five years and had arranged to be married to her at Reno upon her arrival there, the 11th or 12th instant. He said that he had been urging her for a week or ten days prior to October 10th to come to Nevada for the marriage, and in fact had been in communication with her by telephone nightly during that period; she, however, delayed her departure due to her desire to attend a Catholic mission which took place in Arlington, Mass.

Mr. Baldwin stated that he first learned of the airplane crash at 11.00 P.M. on October 10th, while at his hotel in Reno. He claims to have been shocked and astounded beyond description as he had received a telegram from Miss Dwyer early in the day to the effect that she was en route to Reno; this wire was sent from Boston, Mass. He immediately left Reno by airplane for Chicago, Illinois, and recalls that he was considerably upset during the trip. He remembers that there was a doctor and two or three other persons aboard and that he discussed the tragedy with them. He is fairly sure, so he stated, that he made no mention of a possibility that the plane was bombed or intentionally destroyed; however, Mr. Baldwin desired to make it clear to Agent Murphy that he may have discussed with the doctor or others in the plane, a possible bombing of the airplane; in fact he does not recall just what he did talk about concerning the tragedy.

It may be pointed out that Mr. Baldwin emphatically stated that he did not hear any conversation or read any newspapers embodying references to bombing of the airplane until after he had arrived in Chicago; and he makes this statement realizing that he is very vague as to what conversations took place on the plane en route from Reno to Chicago. He further claims that at no time did he ever make any public statement to the effect that it was his opinion that the airplane was bombed and in fact, did not make any statements to the press or the public concerning his opinions of the crash.

Mr. Baldwin further stated that he had previously wired some money to Thomas A. Kenny of Arlington, who is a brother-in-law of the deceased Dorothy Dwyer, and that Kenny met him in Chicago, from which place they both proceeded to the scene of the accident and later to identify the body of Miss Dwyer; subsequently, Kenny and Baldwin accompanied the body to Boston, Mass. It was during the time that Mr. Baldwin was in the company of Kenny that the possibilities that the crash was the result of a bomb, were discussed. Mr. Baldwin stated that Kenny told him that he had been talking with a pilot of the United Air Lines who was of the opinion that the accident couldn't be explained except by bombing.

Mr. Thomas A. Kenny of 67 Lt. Vernon St., Arlington, Mass., was also interviewed separately. He advised that he proceeded from Boston to Chicago on October 11th, the day after the crash, taking the same route and travelling on the same schedule as pursued by Miss Dwyer. He left the Newark, N. J. Airport at 4.00 P.M. for Chicago, and during the trip, had conversations with the pilot whose name he recalls as J. H. Kennedy, United Air Lines. During the conversations, he and the pilot discussed pro and con as to how the accident could have happened and the pilot stated that recently, the United Air Lines had assimilated considerable business formerly had by other competing lines, probably 90 percent of the business of other lines, and that there would be good cause for jealousy and hence very wilful harm to the business of the United Air Lines. Kennedy did not state that he thought that the crash was instigated by any competing line but considered it as possible. In this connection, Kenny said that the pilot told him that the United Air Lines had just purchased 75 new planes similar to the one destroyed.

In discussing the cause of the accident, Kennedy stressed the fact that the tail of the airplane separated in mid air from the body of the plane and that an explosion occurred immediately prior thereto. Also, that two passengers, seated near the tail of the plane were catapulted therefrom right after the explosion and when found, were not burned, while the remaining persons in the plane were burned, indicating that the explosion was not in the form of fire.

Mr. Kenney further stated that he has no knowledge of the cause of the accident and has not made any statements to the press or public with reference thereto.

It may be added that Mr. Kenney informed agent Murphy that he accompanied Miss Dorothy Dwyer to the airport at East Boston, Mass. on October 10th and that due to failure to catch a ferry boat, Miss Dwyer missed the plane she had made reservations for, scheduled to leave at 10.10 A.M. via American Airways.

The above information was given to Asst. U.S.A. Fay of your office by telephone on October 14th.

Very truly yours,

C.D. McKeon,
Special Agent in Charge.

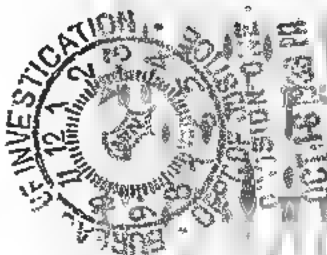
JAM
cc Director

Mr. Nathan.....
 Mr. Tolson.....
 Mr. Clegg.....
 Mr. Edwards.....
 Mr. Egan.....
 Mr. Hughes.....
 Mr. Quinn.....
 Mr. Lester.....
 Mr. Locke.....

October 14, 1933.

MEMORANDUM.

Mr. Gridley of the UP telephoned to state they had received a dispatch from Oklahoma City saying that the United Airline plane crash was arranged to "get" Mr. Joseph B. Keenan, but that he had gone over the route a couple of days before. I stated that this particular plane was going from New York to Chicago, and at the time Mr. Keenan was in the West, so I did not see how this rumor could have any truth. I advised that further we were investigating the crash and have not found any indication of this. I stated that we could not make any statement of our findings until the completion of our investigation.



RECORDED
 INDEXED

OCT 17 1933

62-29755-6
 OCT 16 1933
 U.S.T.
 NATHAN
 Unit One
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*Interviewed

JEN/arf
at

October 14, 1933.

MEMORANDUM FOR MR. NATHAN.

Mr. Gusack of the Universal Service telephoned to state that the Department of Commerce announced today that they had information that a bomb had been planted in the United Airline plane which crashed several days ago, and that the matter had been turned over to the Department of Justice for investigation. Mr. Gusack desired to verify this information.

I stated that we had received no report from the Department of Commerce, but had received a rumor that there was a possibility of a bombing of the plane involved and that the Chicago and New York offices of the Division are at present working on that angle. I advised that I understood that the Department of Commerce and the United Airline were also making investigations.

Very truly yours,

Director.

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OCT 17 1933

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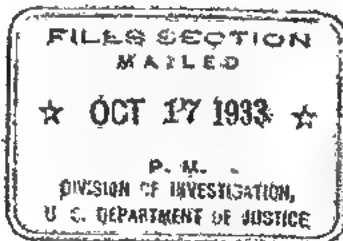
October 14, 1933.

MEMORANDUM FOR MR. NATHAN.

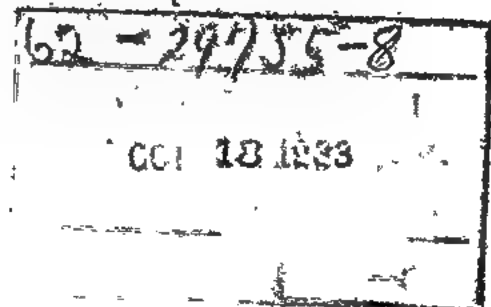
Mr. Douthat of the AP telephoned to state that the United Press is carrying a story that I had ordered an investigation of the plane bombing in Indiana. I advised that late Thursday evening an investigation was ordered of the crash of the United Airlane plane. I stated that the New York and Chicago offices of the Division are participating in the investigation, to determine whether there are any circumstances concerning the crash which might indicate that someone intentionally placed an explosive on the plane with this in mind. I stated that, however, so far we had reached no conclusion as to whether there was an explosive aboard the plane. Mr. Douthat inquired when the investigation would be completed and I stated it would probably be some time next week.

Very truly yours,

Director.



RECORDED
&
INDEXED



JOHN EDGAR HOOVER
DIRECTOR

Division of Investigation

U. S. Department of Justice

Washington, D. C.

Mr. Nathan.....
Mr. Tolson.....
Mr. Clegg.....
Mr. Edwards.....
Mr. Egan.....
Mr. Hughes.....
Mr. Quinn.....
Mr. Lester.....
Mr. Locke.....

October 13, 1933.

MEMORANDUM.

With regard to the airplane explosion, Mr. Purvis advised that Dr. Muehlberger, the scientific expert, formerly with Northwestern, has been making an examination since last night and as yet has not made his final report, but in a former report has stated it was an explosion - a shattering explosion rather than a pushing explosion - caused by nitroglycerine or TNT or dynamite. Mr. Purvis stated that Dr. Muehlberger made his examination for the airline at its request. Mr. Purvis stated that Dr. Muehlberger is with the coroner's office, and that he believes his report is dependable.

Mr. Purvis stated that Agents interviewed the Commerce Department inspectors, who said the crash was caused either by an explosion or "wing-flutter", the latter being something the aviation science has not so far been able to understand.

Mr. Purvis stated he is having the fingerprints of one of the deceased passengers, Mr. Smith, taken.

Mr. Purvis further advised that the Agents are trying to collect parts of the plane picked up by souvenir hunters. He stated they have requested the New York office to question Baldwin, who was to meet his fiancée on the plane. He stated also that Mr. Collier of the United Airlines called him this afternoon and advised he wanted to have the Department of Commerce men, his man, and the Division Agents get together for the purpose of issuing a statement to the press. I instructed that this Division should not be a party to any such press release, and that Mr. Collier could be advised that our investigation would be conducted quietly and that no statement will be issued to the press until the completion of the same, at which time the Department, if it desires, can make such release. Mr. Purvis stated he thought this is the position the Department of Commerce men will take, also.



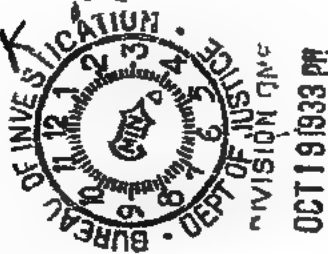
RECORDED
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OCT 18 1933

62-29755-9
OCT 18
NATHAN
Unit One
File

NOT RECORDED COPY FILED IN

66-3574



311 Hurley-Wright Bldg.,
Washington, D. C.

62-29755-10

RECORDED
INDEXED

OCT 19 1933
October 19, 1933.

Special Agent in Charge,
Division of Investigation,
U. S. Department of Justice,
1900 Bankers' Building,
Chicago, Illinois.

OCT 20 1933

RE: EMIL SMITH
Identification Matter.

Dear Sir:

I am transmitting herewith the fingerprints of Emil Smith, deceased, 5100 Argyle St., Chicago, Ill., which were originally transmitted by you to the Division. Agent Barruse has submitted these fingerprints to the Identification Division, World War Division, Adjutant General's Office, War Department, and has received information therefrom that they are identical with the fingerprints of one Emil Smith, Army Serial #331630, who enlisted June 4, 1915 at Fort Logan, Colorado (accepted at Denver, Colo.) and who was assigned to Troop I, Fourth Cavalry, at Schofield Barracks, Honolulu, H. T., August 12, 1915.

The War Department records show that on enlistment he stated that his residence was at Chicago, Ill. (no address indicated); that the name and address of the person to be notified in case of emergency was his mother, Mrs. Emma Smith, 1610 Orchard St., Chicago, Ill. The record contains the following descriptive data:

Age, on enlistment	25 years 5 months
Eyes	Light Blue
Hair	Black
Complexion	Ruddy
Height	5' 6 1/2"
Marital Status	Single
Occupation	Salesman
Uniform shoe issued	Size 6 1/2-E (size also given in another part of record as 7 1/2-D)
Permanent marks and physical defects:	Front: 3.2"x1/8" right wrist. 3. 1/2" right leg. 3. 3/8" left hand. Back: 3. 1/8" left side. 3. 1/2" right hand

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0 untd. air lines phone

He was honorably discharged June 18, 1919 per Circular #265, WD 1919, - character, excellent; address on discharge - Chicago, Ill.

On report of physical examination dated June 3, 1915 made at Ft. Logan, Colo., Emil Smith stated that his residence was 1610 Orchard St., Chicago, Ill. and that he was born December 14, 1889 at Chicago. He further advised that he was last employed for a period of 3 years by the Frank Dope Company of Chicago, Ill. This physical examination indicates that he weighed 147 pounds, was 56½" high, chest at expiration 34", chest at inspiration 37"; inguinal glands enlarged; slight atrophy of the left testicle; corns on second toe both feet; slight overlapping second toe both feet; teeth - upper right: #3 missing; upper left: #3 missing; lower right: #3 and #5 missing; lower left: #6 missing.

The record indicates further that on January 12, 1918 Emil Smith was admitted to a hospital at Honolulu, H. T. for simple fracture of the 8th and 7th ribs, both incurred in an automobile accident near Schofield Barracks, Honolulu, H. T.

The File contains an application made by Emil Smith on July 3, 1920 for the Victory Medal. At this time his address was given as 3801 North St. Louis Avenue, Chicago, Ill.

Application #2340290 for Adjusted Compensation was received from Emil Smith at the Adjutant General's Office, War Department, October 21, 1924 on which his address was given as 5100 Argyle St., Chicago, Ill. This application, which was sworn to by him October 14, 1924, was witnessed by Edw. J. Kelly, 111 North Canal St., and by Louis H. Joffe, 380 E. 56th St., both of Chicago, Ill., who claimed that they had known him for 4 and 2 years, respectively.

The service record file further indicates that on March 1, 1919 at Ft. Sam Houston, Texas, Emil Smith filed a cancellation and gave notice of discontinuance of his \$10,000 War Risk Insurance Policy, application for which was made by him April 11, 1918.

The records of the Adjutant General's Office, War Department, show that this Emil Smith re-enlisted on June 19, 1919 at Ft. Ringgold, Tex. for 1 year and was honorably discharged June 18, 1920 at Camp Ubaldo, Tex.; address on discharge - 3801 North St. Louis Ave., Chicago, Ill.

- 3 -

The records of the Veterans Administration's A File #2340290 were examined through the cooperation of Mr. J. U. Barnes, Room 1090. This file contains the second half of the application above referred to and on which he named as beneficiary his sister, Miss Elizabeth Smith, 5100 Argyle St., Chicago, Ill. This record indicates that on August 24, 1931 the Jefferson Park National Bank, Chicago, Ill., loaned Emil Smith the sum of \$634 on his Adjusted Compensation Certificate #1399224 which had been issued to him 1/1/28 for the face value of \$1268, and bearing Serial #A-2340290. The file contains a Redemption Notice that the loan was repaid to the bank with interest totalling \$649 98 on March 3, 1932. There is nothing further of record in this file.

Very truly yours,

E. P. GUINANE,
Acting Special Agent in Charge.

RFB:AM

33-71

Incl.

cc - Div

U. S. Bureau of Investigation

Department of Justice
1900 Bankers Bldg.,
Chicago, Illinois
October 13, 1933.

Mr. Nathan	.....
Mr. Tolson	.....
Mr. Clegg	.....
Mr. Edwards	.....
Mr. Egan	.....
Mr. Hughes	.....
Mr. Quinn	.....
Mr. Lester	.....
Mr. Locke	.....

AIR MAIL
SPECIAL DELIVERY

Director,
Division of Investigation,
U. S. Department of Justice,
Washington, D. C.

RE: UNITED AIR LINES TRANSPORT
PLANE #NC 13304

Dear Sir:-

In connection with the recent aeroplane crash in the vicinity of Chesterton, Indiana, Special Agents K. R. McIntire and W. Carter Baum visited the May Funeral Parlors, 4559 Milwaukee Avenue, Chicago, Illinois and obtained the permission of Mr. May to fingerprint Emil Smith, a victim of this crash. Rigor Mortis had set in and the hands were stiff; however, Special Agent McIntire inked the fingers and took the impressions of each finger on separate squares of cardboard, which had been pasted on a fingerprint card. A photo-static copy of this card is being maintained at the Chicago Office and the originals are forwarded herewith. Several copies of several fingers were made and these additional copies are also being forwarded to the Division.

The father of Mr. Emil Smith, who lives at 5370 Lawrence Avenue, Chicago, was interviewed at the funeral parlor by Agents. He said Smith ran a grocery store at 5100 Argyle Street, Chicago, Illinois until about three years ago, at which time he sold out this business. Since that time, positions have not been available and since Smith was comfortably fixed, he has been living with his brother and his Aunt at the former address. He was very fond of hunting and fishing and spent a good bit of his time in those occupations. He went to New York about two weeks ago to attend the World Series and also had information that he might be able to obtain satisfactory employment there, although it is not known with whom. He was not known to possess a revolver permit but always carried an Illinois hunting license in his pocket. He forwarded a wire to his Aunt and former business partner before he left New York for Chicago.



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62-29755-11

170 AUG 28 1964

Miss Anna Riedl, his Aunt, corroborated the statements of the father and said that Emil Smith had no enemies. The telegram which was sent from New York bore the symbols - "C A C 118-8-20-1933 P. N. R V New York N Y 10 257". It bore a stamp marked, "Oct 10 1933, OCT 10 2:10 P.M."

OCT 20 1933

Telephoned - no record
Omitted to Local Files 10/17/33

NATHAN
10/18/33

The telegram read -- "Leaving New York today by plane; everything O K. Love. (Signed) Emil".

Emil Smith, it appears, seldom if ever wrote. He served in the regular United States Army from 1915 to 1920, being in the Hawaiian Islands at the time of the World War. He was honorably discharged, so his relatives say, at which time he entered the grocery business with his aunt. He enlisted at some point in Colorado. He would have been forty-five years of age on December 14, 1933.

Neighbors interviewed at the Aunt's house gave Emil Smith an excellent reputation and the mail carrier delivering mail to that address also stated that Smith bore a favorable reputation. He was known to drink at times, but to never be intoxicated.

Additional information will be incorporated in a forthcoming report. Please wire reply.

Very truly yours,



M. H. PURVIS,
Special Agent in Charge

WCB:TMH
CC: New York
Encl.

AIR MAIL
SPECIAL DELIVERY

Mr. Nathan.....
 Mr. Tolson.....
 Mr. Clegg.....
 Mr. Edwards.....
 Mr. Egan.....
 Mr. Hughes.....
 Mr. Quinn.....
 Mr. Lester.....
 Mr. Locke.....

October 19, 1933.

MEMORANDUM

Mr. Carroll Peeke inquired telephonically concerning the developments in the investigation of the alleged bombing of the aeroplane near Valparaiso, Indiana recently. I advised Mr. Peeke that we have not been able to develop any definite facts to establish whether there was a bombing of the plane.

United Air Lines

RECORDED

INDEXED

OCT 20 1933

62-29755-12	
DIVISION OF INVESTIGATION	
OCT 20 1933 A.M.	
U. S. DEPARTMENT OF JUSTICE	
NATHAN	FILE

October 19, 1933.

62-29755-11
Special Agent in Charge,
Division of Investigation,
U. S. Department of Justice,
1900 Bankers' Building,
Chicago, Illinois.

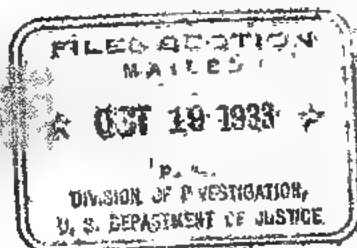
Dear Sir:

Upon receipt of your letter of the 13th instant, with reference to the matter entitled UNITED AIR LINES TRANSPORT PLANE #13304, the fingerprints of Emil Smith, deceased, were searched in the Identification Unit and no record found.

The prints have since been transmitted to the local field office of the Division, where they will be searched in the Army, Navy, and Marine Corps records, and such record, as may be found in any of these services, will be transmitted direct to you by the Washington Field Office.

Very truly yours,

Director.



Mr. Hughes has read this letter and has had a search made for an identification of the prints. No record was found.

hug

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT **NEW YORK CITY**

N.Y. FILE NO. **62-5039** pb

REPORT MADE AT: New York City	DATE WHEN MADE: 10/20/33	PERIOD FOR WHICH MADE: 10/12-19/33	REPORT MADE BY: H. W. KAGE
TITLE: UNITED AIR LINES TRANSPORT PLANE NO. NC-12304,			CHARACTER OF CASE: MISCELLANEOUS AIRPLANE CRASH.

SYNOPSIS OF FACTS:

United Air Line Plane No. NC-12304, leaving Newark, N.J., Airport October 10, 1933, 4:23 p.m., crashed near Chesterton, Ind., about 8:20 p.m., causing death of all seven occupants. Officials of United Air Lines report circumstances indicate high power explosion occurred amidship. Possibility of gas vapors accumulating aft of cabin. Suspicious package taken aboard by E. Smith, a passenger boarding plane at Newark, but no connection with explosion established. No permit to purchase explosives can be obtained in New York City, Yonkers, N.Y., Jersey City or Newark, N.J., without proper identification and disposition known to be made of same. No package received by Smith while at Roosevelt Hotel, New York City. Telephone calls traced reveal no information. Relatives of Miss Dwyer, Boston, report no information of value. Evidence of strike agitated by pilots and co-pilots union at Cleveland, Ohio, last week September and first week October, 1933. Mechanics at Newark Airport not involved. Thorough inspection given ship prior to departure; no defects reported. Gas express package stored in rear mail compartment. Experts give opinion possibility of gas explosion.

DETAILS:

- P -

REFERENCE:

Letter to Director dated October 12, 1933.

DO NOT WRITE IN THESE SPACES	
APPROVED AND FORWARDED: <i>[Signature]</i> SPECIAL AGENT IN CHARGE	62-29755-13 OCT 21 1933 AM BUREAU OF INVESTIGATION ROUTED TO: <i>[initials]</i>
COPIES OF THIS REPORT FURNISHED TO: 2 - Division 2 - Chicago 2 - Detroit 4 - New York ENCLOSURE FOR ALL OFFICES.	RECORDED AND INDEXED: OCT 21 1933 CHECKED OFF: OCT 23 1933 JACKED:

DETAILS:

Under date of October 12, 1933, a telephone call was received from the Director by the New York Division office relating to the possibility of an explosion having occurred aboard Plane No. NC-13304 of the United Air Lines, leaving Newark, N.J., Airport on October 10, 1933, at 4:33 p.m., and due to arrive at the Cleveland Airport at 7:22 p.m. and at Chicago at 8:55 p.m., being trip No. 23. An explosion apparently occurred in this plane while passing over the vicinity of Chesterton, Indiana, at about 8:30 p.m., on the night of October 10th, resulting in the death of all seven occupants of this plane. An immediate investigation was requested due to the fact that it was believed there were explosives aboard this plane.

The initial investigation of this matter was conducted by Special Agent P. J. Nolan of the New York Division office, who issued a memorandum dated October 17, 1933, covering the investigation made, a copy of which is attached and made a part of this report.

This plane, on leaving the Newark, N.J., Airport, had the following persons aboard:

Robert Dawson	+	+	+	Pilot
A. T. Ruby	+	+	+	Co-Pilot
Miss E. M. Dwyer	+	+	+	Passenger
Emil R. Smith	+	+	+	Passenger
Miss Alice Scribner	+	+	+	Stewardess

There were only two paying passengers aboard this plane, namely, Emil R. Smith of Chicago and Miss Dwyer of Boston, Mass.

The memorandum of Agent Nolan sets out an investigation made at the Hotel Roosevelt, 45th Street and Madison Avenue, New York City, at which hotel Smith was registered from October 6 to October 10, 1933, in Room 720. Telephone messages to this room were traced, both outgoing and incoming, during the period that Smith was registered at this hotel. It was ascertained that apparently calls were made to the Forrest Hotel, 225 West 49th Street, as verification of the telephone messages emanating from the Forrest Hotel and the Roosevelt Hotel indicated that Smith had been in touch with one Patsy Marshall, and also in touch with one Art McGinley, the latter also being registered at the Forrest Hotel.

Patsy Marshall, upon being interviewed by Agent Nolan, denied any knowledge of Smith and refused to answer the questions propounded to her.

This agent checked the original telephone tickets at the Roosevelt Hotel, with the assistance of Miss Meara, Supervisor, covering calls outgoing and incoming to Room 720 during the period mentioned. The original tickets showed that on Saturday, October 7th, two incoming calls were received at the Roosevelt Hotel, the telephone operator making a notation that both were unanswered. These two original tickets bear the notation that the party calling was Patsy Marshall, Room 1115, Forrest Hotel.

Thereupon, an appointment was made with Miss Marshall at the Forrest Hotel, where she was again interviewed. She then related the incidents relative to a meeting with Smith, together with the subsequent calls made by telephone and the conversations had with Smith. She stated that she first met Smith on Friday night, October 6, 1933, at the corner of 45th Street and Broadway, New York City, where she had her first conversation with him lasting approximately fifteen minutes. She stated that this was a flirtation and that at the conclusion of her conversation, they exchanged telephone numbers, he promising to call her at the hotel. Miss Marshall claims that she did not know Smith prior to this time and did not see him again thereafter, although she talked to him on the telephone several times on October 8th.

She stated that Smith informed her that he had a grocery store in Chicago and that this was his first visit to New York City and that he was lonesome in New York and desired company. He informed her that he expected to leave the city on Tuesday by plane on his return to Chicago.

She states that she called him on the telephone on Saturday as she had no engagement during the day and would have been willing to see him but that she was unable to get him on the telephone at his hotel; that on the following day, Sunday, October 8th, he called her early in the morning and again about noon but that she was unable to see him as she had made other plans for the day. At that time, she states, Smith invited her to his room to have a drink but she refused his invitation. She states that she did not hear from him again and was not certain that he was the same man who had been killed on the plane although she read of the accident in the newspaper and noticed the name of Smith as one of the passengers who were killed. She states that she knows nothing further about Smith.

With reference to the possibility that Mr. Art McGinley, Sporting Editor of the Hartford, Conn., "Times", had called Mr. Smith on the telephone, it was ascertained by again checking the records of the Forrest Hotel that on October 8th, under voucher 131, Mr. McGinley called someone at the Roosevelt Hotel. However, the records of the Roosevelt Hotel do not show that any calls were received for Room 720 on Sunday, October 8th.

Mr. Arthur McGinley, Sports Editor of the Hartford "Times", home address 1969 - Boulevard, West Hartford, Conn., was interviewed by Special Agent T. J. Connor. Mr. McGinley stated that he was registered at the Forrest Hotel, New York City, on October 7 and 8, and that during that time he received a telephone call from Mr. Warner Smith, who called from the Algonquin Hotel. Warner Smith, according to Mr. McGinley, is manager of the 42nd Street branch of the Travelers Insurance Company. Mr. McGinley further stated that no other calls were received by him nor did he place any calls to anyone in the Roosevelt Hotel. He further stated that the name of Emil Smith was utterly unknown to him and that he received no call from anyone by that name while he was stopping at the Forrest Hotel. He further stated that while in New York City on October 7 and 8, he attended the World Series games and during that time saw one Kenneth Smith, baseball writer attached to the staff of the New York "Daily Mirror", but that he neither called nor received a call from Kenneth Smith while in New York City.

A further investigation was made at the Roosevelt Hotel in an effort to ascertain if any packages were sent to the room of Emil Smith during the period mentioned. The records in the possession of Miss Gruber, the floor superintendent of the seventh floor of the Roosevelt Hotel, were again scanned but the only service found that was made to Room 720 during the period October 6 to 10, was that of a suit of clothing being delivered there by the dry cleaners. A further check was made to ascertain if any of the bellboys had delivered a package to the room of Mr. Smith without a record having been made thereof by the floor superintendent, but it was found that no parcel had been delivered to Room 720.

Mr. J. D. Jordan, bellboy No. 56 at the Roosevelt Hotel, residence 108-25 53rd Avenue, Corona, L.I., stated that he remembers very well seeing Mr. Smith and handling his baggage at the time of his arrival on October 6th. He stated that Mr. Smith had one bag of dark brown leather with a double handle and that Mr. Smith appeared to be a very quiet, non-talkative man as he attempted to enter into conversation with him but was unsuccessful. Mr. Jordan states that he noticed Smith in the hotel several times thereafter but at no time was he accompanied by anyone and he did not receive any service at his room.

Mr. William Maxwell, Manager, United Air Lines Airport Office, Newark, N.J., stated that the above-mentioned plane left the Cleveland Airport on October 10, 1933, at 12:00 o'clock noon, arriving at the Newark Airport at 2:20 p.m.; that the pilot on the plane on that trip was J. O. Johnson, Cleveland, Ohio, Mr. Black, Co-Pilot, of Chicago, Ill., and Miss Morgan, Stewardess, of Chicago, Ill.

Mr. Maxwell further stated that at the time this plane arrived, it was immediately unloaded and the mechanics began an inspection of same in order that it might be prepared for a return trip at 4:30 p.m. the same afternoon. He stated that the mechanics who inspected and made some repairs on this ship prior to its leaving at 4:30 p.m. were Edmund Kolakowski, E. Lima, Orville Williamson and P. J. Doan, and possibly others of whom he has no knowledge. Also, that the ship was cleaned by porters Theodore Robinson and Milton Harris, colored employees of the airport.

Mr. Maxwell, when questioned relative to the method of placing blankets in the blanket compartment of this plane, stated that it would be almost impossible to ascertain who placed these blankets; that the supply depot was maintained at Chicago and that blankets were originally placed in the plane at Chicago. Further, that it was required by the rules that blankets be aired at certain intervals but that these blankets might have been in plane No. NC-13304 or in any other plane a couple of months before being aired.

An interview was had with Mr. Edmund Kolakowski, mechanic, who resides at No. 1 Grumman Avenue, Newark, N.J. Mr. Kolakowski has been in the service of the United Air Lines for several years. He stated that he had a record of being four years in the United States Marine Reserve, Third Class, having the title of Corporal. He stated that at the time the above-mentioned plane came into the airport at about 2:20 p.m. on October 10th, Mr. Ruby, the co-pilot, asked him if that was the plane that was to leave at 4:30; that he told him that it was scheduled to leave at that time. He stated that he made a thorough inspection of the entire plane before it departed at 4:30 p.m. that day. In making such inspection, he stated that it was customary to begin such inspection at the left engine, which he inspected and then made an inspection of the entire ship. He stated that he saw mechanic Beavers drain the left tank for priming before the engine was gassed and that the engines were started either by Art Gruitch or Paul Doan.

In making a detailed inspection such as was done on this ship, he stated that he started the inspection at the right horizontal stabilizer, making sure that all the rivets were tight and there were no loose rivet heads and that the skin was not wrinkled. He then inspected the right elevator, the hinge, the fittings and ribs for loose keys; then he went to the right side where he inspected the rudder hinge fittings and the brackets, and then inspected the tail wheel and the oleo leg; then he went to the left side, inspecting the rudder, the fittings and the brackets; then to the left elevator, which he inspected the same as on the right side; then he inspected the left horizontal stabilizer the same as he had done the right, glancing at the fuselage up as far as the rear compartments for wrinkles. He then inspected the belly of same and looked at the lock on the rear compartment door, left side fuselage and hinges and fittings on same. He then opened the door of the compartment and stepped into the compartment, making sure that there were no short circuits on the light inside. He then opened the cargo inspection door and made an inspection of the cables, fittings and the pulleys inside. He stated there was nothing stored in this compartment at the time this inspection was made and that he closed the rear compartment inspection door and then inspected the center section of the left wing, looking at the fuselage and center section trim strip; also checked all the screws and strips to see that they were secure underneath the fuselage.

He then inspected the left wing band and also the trailing edge on the left wing and took notice of the ailerons and saw that the fittings and brackets were secured. He then checked the left wing tip, including the lights underneath the left wing, together with the inspection plates which were opened to inspect the aileron worm gear and assembly, also opening the inspection plate and inspecting the aileron flap, worm gear, left tire and landing gear on the same side. He also opened the inspection door beneath the left gas tank and drained same for water; then the gas control valves underneath and in center of fuselage inspected.

Then an inspection was made of the right main gas tank and auxiliary gas tank and same drained for water; then the right tire and landing gear assembly were inspected.

He then went to the right side and continued the same inspection as on the left wing. He then further continued the inspection of the right side in center section through the leading edge inspection door, checking all the visible gas tank strap brackets and other accessories. He then opened the inspec-

tion door beneath the pilot's cockpit beneath the fuselage, checking over the flares not being saftied and the cables on same being free and checking the accessories and control cables and pulleys.

He then inspected the air speed venturi, then opened the nose door of fuselage, making sure the doors and hinges were intact, and inspected the entire front compartment. There was nothing but equipment in this compartment at the time of inspection. Then a further inspection was made of the left center section and the leading edge of left wing, same as was made of the right wing. Then the inspection was carried over the right wing, same as had been made over the left wing. The cabin entrance door was inspected, at which time two porters were cleaning the inside cabin, these porters being named Robinson and Harris.

He then inspected the inside cabin beginning with the washroom and the blanket compartment. The blankets, he noted, were in the compartment all rolled up. The blanket compartment was filled and he moved the blankets over on one side by sliding his hand behind some of them. He found nothing out of the ordinary in this compartment. He states that he also found two or three pillows in this compartment and that it was customary to have some pillows there.

He further inspected the equipment and found everything in good condition. Further inspection was made of the three small compartments adjoining ^{right} side of the washroom, the upper compartment containing magazines, the middle one food trays and the lower one had about five extra passenger convenience containers and some sanitary drinking cups. The first aid kit in the rear of seat No. 9 was inspected, which at the time was sealed. The chairs were inspected, making sure that they were all secured and that the attendant's call buttons and lights were in order. An inspection was also made of the heaters and registers at each chair and also the cold air vents on windows were inspected. The cockpit was then inspected, including all controls being checked.

Mr. Kolakowski stated that when he completed the inspection of this plane, he saw mechanic Paul Doan hook up a tow bar on the tail wheel and noticed a nail in the tire which, when pulled out, flattened the tire. This tire was then changed by mechanics Doan and Williamson. He further stated that he then

went to the shop to complete his inspection sheet and as he left the shop, Doan was working on the tail wheel and he noticed that the rear cargo compartment door was standing ajar and he thereupon opened this door and saw the bag of the stewardess which had her nameplate attached thereto. There was nothing else in this compartment at that time. He states that he then closed the door.

This inspection, Mr. Kolakowski states, was completed about 25 or 30 minutes before the departure of the plane. Further, that he saw nothing unusual about this ship and saw only some visitors who looked at the ship while his inspection was taking place but he did not notice who those visitors were. He further stated that he did not see the ship as it left the port.

In addition to the above statement, Kolakowski states that he did not test the plane for gas leakage as that test was made in Chicago by use of a pressure system. However, there was no leakage of gas noticeable at the time of his inspection.

Mr. Kolakowski states that the machinists organized what was called the Machinists' Union connected with the American Federation of Labor about two or three months ago but that there has been no strike of machinists and that there has been no friction of the machinists with their employers and that there is no grievance, to his knowledge.

Emidio Lima, mechanic, residing at 411 Springfield Avenue, Newark, N.J., was interviewed. Lima states that he has been in the employ of the United Air Lines since the last of May, 1933. He stated that on the day ship No. NC-13304 left the Newark Airport, about five minutes of four in the afternoon, he noticed a nail in the tail tire of the ship and that this nail was pulled by Paul Doan, mechanic; that Doan and Gruitch took the assembly off plane No. 13344 and placed it on plane No. 13304, finishing the work at about 4:15 p.m. The ship was then tuned up in front of the hangar and he warmed up both motors. He stated that he noticed nothing unusual about the ship and was present at the time that the ship left at 4:33 p.m.; that he assisted in loading the baggage into the nose compartment but did not place any express therein. He stated that he did not recall any of the passengers and does not recall what baggage was placed in the nose of the plane.

In reference to the position of the gas tanks on this type of plane, Lima stated that there are gas tanks in one wing and one gas tank in the other wing and that the gas tubes run under-

neath the cabin not further than the middle of same, going from each wing and meeting underneath the middle of the cabin and from there the tubes run to the engine. Altogether, he stated, there were about eight feet of gas tubing.

In reference to the association of mechanics, he stated that about a month or so ago the mechanics organized under the name of the Air Line Mechanics Association; that they obtained a charter affiliated with the American Federation of Labor but that they are not operating under the union scale of wages and that there has been no friction between the mechanics and the employers; that it was his further understanding and gossip around the port that the Chicago and Cleveland pilots had been doing some agitating on account of the fact that their basic pay was to be changed. He stated that he knows of no radicalism among any of the employees at the Newark Airport and that there has been no friction of any kind, to his knowledge.

Orville Williamson, mechanic, 1465 Lexington Place, Elizabeth, N.J., stated that on October 10th he assisted in placing another tail wheel on plane No. 13304, which was to depart for Chicago at 4:30 p.m.; that this work was completed about fifteen minutes prior to the time that the plane left; that he made an inspection of the battery and the radio equipment on this ship and also the lighting system and found everything in good order. He states that he did not go inside of the ship, nor did he assist in placing the baggage and noticed nothing unusual about the ship; neither did he notice any of the passengers.

Paul J. Down, 423 East 5th Avenue, Roselle, N.J., a mechanic, stated that he had been in the employ of the company about three years. He stated that he changed the frequency and gave the radio an inspection on ship 13304 just prior to its leaving on its trip to Cleveland on the afternoon of October 10th. He also inspected the nose of the ship and the cockpit. He further stated that he assisted in replacing the tail wheel on ship 13304 and that he took the tail wheel and assembly off of ship 13344 and assisted in placing same on ship 13304, and that this work was completed about ten minutes before the departure of the plane. He states that he left this ship about 4:20 p.m. and left the premises after the ship had departed. He states that he saw nothing unusual about this ship and that everything appeared normal. He further stated that upon the arrival of this ship on the afternoon of October 10th, the work of inspection and repairs immediately

commenced and that it was entirely completed just before the ship left the port at 4:30 p.m. He gave it as his opinion that there was no possibility of fumes arising from the gas lines because the gas lines run directly across from the tanks and the engine and not to the rear of the plane. Mr. Doan states that he is not a member of the Mechanics Union and that he knows of no friction existing between the employees and the officials of the United Air Lines.

Theodore Robinson, 1234 1/2 Street, Bloomfield, N.J., is a porter employed by the United Air Lines at its Newark station. Robinson stated that he cleaned this plane about ten minutes of four o'clock of October 10th, cleaning this ship. He cleaned the wide cabin and washed some of the windows. He spread the blankets in the compartment of the ship. He saw nothing unusual about the cabin or anywhere else. He states that he left the premises at the time he went off duty at 4:10 p.m.

Milton Harris, colored, 75 Cross Street, Vauxhall, N.J., is a porter employed by the United Air Lines at the Newark Airport. He stated that he cleaned the windows of the ship in question inside and out, just before it departed on the afternoon of October 10th. He saw nothing unusual about the ship and saw no packages inside. He stated that he met the stewardess as she was going to the ship and assisted her in carrying her bags which consisted of one shopping bag, one stewardess' bag made of leather, and one small traveling bag, light color. He put these three bags on the ground near the ship and left them there. He states that thereafter he saw the stewardess inside the ship putting covers on the seats but saw nothing further.

R. L. Finan, 134 West 3rd Avenue, Roselle, N.J., is employed at the ticket office of the United Air Lines, Newark Airport. He stated that on the afternoon of October 10th, he saw Mr. Emil Smith at the time an exchange was made of his ticket and was also present when Smith took a package out of his bag and placed a bottle of liquor therein. He stated that the package taken from the bag was about the size of a package made by wrapping a pair of tennis slippers, the package being about the ordinary length of a shoe and about 5" in diameter, and being wrapped in light brown paper. He could not say, however, whether there was a string wrapped around the package. He stated that he got the impression that the wrapper did not contain a bottle. Nothing further was seen by Mr. Finan of Smith or this package after Smith boarded the ship.

Crawford Newby, porter, describes this package as being

about eight inches in length and four inches in diameter and the wrapper was brown paper. He stated that he got the impression that since Smith was denied the bottle of liquor which was unwrapped, that the package he took out of the bag was also a bottle of liquor. He states that he does not recall whether this package was sealed or whether it had a string wrapped around it.

Mr. R. E. Pfennig, General Superintendent, United Air Lines, Chicago, Ill., stated to agent that Smith was seen at the Cleveland, Ohio, Airport upon the landing of the plane there on the night of October 10th, this plane being due in Cleveland on trip No. 23 at 7:22 p.m. and due to leave at 7:37 p.m. for Chicago. Mr. Pfennig states that Smith was seen at Cleveland by Mr. John Halpin, the Cleveland passenger agent for the United Air Lines, whose office is at the Municipal Field, Cleveland, Ohio, and that Smith at that time had left the plane and had a package under his arm but that Smith did not venture far from the plane, soon returning thereto carrying this package with him.

In reference to the express package which had been sent by the Associated Press of New York to Chicago, Mr. Pfennig stated that this package had been placed in the rear mail compartment of the plane and that the pieces of this express package were found scattered near the wreckage and that the pictures appeared to have been punctured full of holes.

Robert Dawson, pilot, home address Cleveland, Ohio, was interviewed. He stated that about thirty minutes prior to the arrival of this plane at Cleveland, Ohio, he visited with the passengers and that he found Smith sitting in Seat No. 3, reading. He asked Smith how he was enjoying the trip and Smith replied that he was enjoying it very much. Mr. Dawson further states that Smith appeared to be very congenial and joked with him and the other passengers; that he had a talk with Smith and Miss Dwyer and the stewardess; that during this conversation, Smith was seated in Seat No. 3, Miss Dwyer in Seat No. 4, he, Dawson, sat on the edge of Seat No. 5 and Miss Scribner, the stewardess, sat in Seat No. 6; that this conversation lasted fifteen or twenty minutes and that he left them and went back to the cockpit about fifteen minutes before the landing was made at the Cleveland Airport. He stated at that time no blankets had been taken by any of the passengers. He further stated that it did not appear that Smith had been drinking any liquor, otherwise he would have noticed it at the time he talked to Smith. He further states that upon landing at the Cleveland Airport, the stewardess asked Smith about getting out of the plane and Smith inquired as to how long the ship would be landed there and was told about fifteen or twenty minutes, or time

enough to refuel.

Mr. Dawson states that at the time he left the plane, Smith was still reclining in his chair. He further stated that co-pilot Ruby had brought his bag out of the mail compartment at that time and that Ralph Crossbitch, Assistant Manager at the Cleveland Airport, looked into the rear mail compartment and remarked that there was a package or large envelope there, this apparently being the express package.

Mr. Dawson further stated that Smith impressed him as a very intelligent person and that he could see no reason for their being any suspicion of him. He further stated that he saw no package that Smith had or that might have been in his seat at the time he talked to him. He further stated that it was very chilly that evening in Cleveland, Ohio, and that he believed Smith did not stay outside long because of the weather conditions.

Mr. Dawson further stated that he is a member of the Pilots' Association affiliated with the American Federation of Labor and that there has been some dissatisfaction expressed among the pilots by reason of the United Air Line officials desiring to change their basic rate of pay which would mean a cut in wages. However, he stated he knows of no threats to the company and sees no reason why anyone should wish to destroy any property of the company.

Agent made an examination of the type of plane in question with W. H. Maxwell, Manager, and also mechanics Dean and Anderson, in an effort to determine the possibility of gas vapor collecting in the middle or rear structure of this type of plane. The construction of the plane shows that beginning from the forward portion of the plane through to the tail, there is an open space or clearance of at least six inches at the head and amidship, tapering down to about three or four inches at the back of the rear baggage or mail compartment. This open space runs under the floor of the cabin and is broken only by cross sections at the rear baggage compartment through which intersection there is a series of holes arranged in size from about $\frac{3}{4}$ " to $1\frac{1}{2}$ ", permitting free use of the control cables extending from the control board in the head of the ship to the tail. At the head of this open space is an inspection door opening beneath the juncture of the gas valves from all three tanks. This door contains vents for the disposition of gas leakage or other liquids which might gather. The juncture of these gas lines takes place in the open space referred to directly under the floor of the cabin at approximately Seats No. 5 and No. 6.

Vapors caused by gas leakage could, therefore, accumulate anywhere in the lower structure of the plane. There does not seem to be a possibility that such vapors could collect in any of the upper compartments such as the washroom, blanket compartment and the three service compartments.

J. H. Brewer of the Associated Press, 383 Madison Avenue, New York City, checked his records to ascertain the contents of the express package shipped on the above-mentioned plane on October 10, 1933. It was determined from his records that the package shipped on this plane was that of a heavy manila envelope, size about 10x13, which contained one set of photographs containing nine (9) prints under the title, "PENNA MINERS RESUME WORK", one set of photos containing twenty (20) prints under the title, "SABELLI-POND-PLANE", and one set of photos containing eighteen (18) prints under the title "MAYOR CURLEY OF BOSTON RAISES NRA FLAG". Copies of these prints are contained in the Division files at New York.

On October 17, 1933, a report on the accident to plane No. NC-13304 on trip No. 23, on October 10, 1933, was made to all pilots and mates by Walter J. Addams, Chief Pilot, National Air Transport Company, Chicago, Ill., which report includes the following report from the Scientific Crime Detection Laboratory of Northwestern University, Chicago, which laboratory inspected the fragments of the wreckage of this plane

"Examination of the evidence leaves no doubt that prior to the crashing of the plane there was a violent explosion in the rear portion of the plane. This explosion was produced by a 'high explosive' of the type of nitroglycerin, dynamite of high percentage strength, TNT, or some similar substance. The explosion occurred either in the upper rear portion of the lavatory compartment or the fore part of the blanket compartment which is built into the rear of the upper lavatory section. The fact that the explosive was the 'high explosive' type rather than the 'low explosive' type is proven by the numerous holes made in Dural structure by flying particles of Dural and by the type of damage done to blankets, clothing and baggage which apparently was located in the rear baggage compartment. These holes were made by projectiles traveling at very high velocity, such as would be propelled by the shattering force of a high explosive, rather than by the slow push of a low explosive. Gasoline-air moistures are definitely of the

low explosive type. There was no evidence of fire in material coming from the rear portion of the plane, apart from the small amount of singeing incidental to the impact of fragments of Dural traveling at extremely high velocity. Nothing was found which could be definitely identified as a portion of explosive container, bomb, or time mechanism such as is found in so-called 'infernal machines'. The particles of metal which were driven with bullet-like speed into the floor of the plane, the leather and leatherette materials of baggage containers and Dural sheathing was found to be Dural. These projectiles apparently resulted from the shattering of Dural structures in close proximity to the explosive."

Interview was had with Inspector Lyons and Lieutenant C. E. J. Newman of the Bomb Squad, Police Department, New York City. These officers stated that it was impossible to purchase any explosives in the City of New York without a permit from the Fire Department and that no permits were issued except to users of explosives for purposes made known to them. They also informed that in the purchase of explosives it must be shown that they possess a magazine for the purpose of placing these explosives and they must show that they have the proper facilities of transportation of explosives in a regulation vehicle. Statements of the sale of explosives and the purchase of receipt of explosives must be made to the Fire Department on the following day after such transaction takes place and the same must be made under oath. These officers state, however, that it is possible to obtain a few pounds of black powder from sporting goods stores who have permits for the sale of same, but no other powder can be purchased. These officers further state that in the purchase of explosives there must be certified that the handling of same is in charge of two men who possess certificates of fitness and that the transportation of same must not take place on a busy street nor on a street whereon there is an elevated structure or railroad or at or near any bridges, etc. Also, there must be certain regulations as to the marking of the vehicle in which same is carried regardless of quantity.

As the local ordinance of the City of New York is very strict in regard to the purchase and sale of explosives, it would be impractical and also impossible for an individual to purchase even a slight amount of high explosives. There are few dealers in high explosives in New York City. Those engaged in the sale of these explosives are the DuPont Powder Company and the Atlas Powder Company.

Lieutenant Newman, who lectures on explosives and bombs at the Police Academy, New York City, stated that developments in the art of making bombs and causing explosions of same have eliminated the necessity of using time clocks but that a chemical fuse composed of certain acids coming in contact with one another may cause spontaneous ignition regardless of time; that these chemicals may operate as described within a short period of time or that it may extend over a period of a few days or even weeks before any action is caused and an explosion takes place.

Lieutenant Newman further stated that blast caps are used in bombs containing dynamite or high explosives as they require an initial explosion to set them off.

The smoke resulting from the use of such a bomb is as follows, all of which can be determined upon expert examinations of objects contacted:

Dynamite	White smoke
Black Powder	Bluish white smoke
TNT	Dark brown smoke
Chemical Composition	White smoke

Lieutenant Newman, being familiar with the newspaper reports of this accident, gave an opinion as to the possibility of the explosion on board this ship having been caused by gaseous vapors given off by inflammable liquids. The liquids are not alone inflammable, according to Lieutenant Newman, but give off vapors which, when mixed with air in an enclosed space are likely to explode with violence if ignited by any means such as under certain temperatures or by jars, etc. These are the spontaneous combustible type of explosions which cause terrific explosions under certain conditions.

Lieutenant Newman suggested that in order to obtain the proper expert determination of the cause of this explosion, there should be called into consultation, Mr. Harry Campbell of the Department of Commerce, United States Bureau of Mines, who has had more practical experience than anyone else, to his knowledge. Mr. Campbell, he stated, was at present on leave with the American Railway Association, 30 Vesey Street, New York City.

Patrick Walsh, Assistant Chief of the Fire Department, and James A. Callahan, Inspector of Combustibles, Fire Department, New York City, stated that it was impossible for anyone to make a purchase of explosives in New York City, regardless of quantity,

with the exception of black powder which could be purchased four or five pounds at a time from sporting goods stores as they were allowed to carry fourteen pounds each under the city ordinance. Strict regulations in regard to the purchase and sale of ~~high~~ explosives are also in effect in Newark and Jersey City, N.J., and in Yonkers, N.Y., but outside of these cities such explosives ~~can~~ be purchased. These gentlemen stated that they are positive that ~~Mr. Smith~~ was unable to purchase any explosives in New York and ~~that if~~ he had any in his possession, same had been obtained elsewhere.

UNDEVELOPED LEADS:CHICAGO OFFICE

Ascertain the date Earl R. Smith departed from Chicago, the purpose of his trip to New York City, his itinerary, hotel and other places at which he stopped, with whom he contacted, letters or other messages sent to relatives or friends in Chicago, habits about carrying and use of firearms or ammunition, purchases of any kind it is known he was to make and any information which would assist in determining whether explosives of any kind might have been in his possession. If possible, make an examination of his personal effects for information.

Obtain all pertinent information relative to Miss Alice Scribner, Chicago, stewardess on this plane; Harold R. Tarrant, Pilot, Oak Park, Ill.; A. T. Ruby, Co-Pilot, Oak Park, Ill.; Fred Schendorf, Manager, Apartments Division, R. Cooper, Inc., Chicago, Ill., and Warren Purvis, Radio Service Man, home address unknown.

Interview Mr. Black, Co-Pilot, Chicago, and Miss Morgan, stewardess, Chicago, Ill., who were members of the crew which brought this ship into Newark Airport, arriving at 2:20 p.m. on October 10th.

Make thorough investigation of all matters relative to this plane prior to its departure on its last trip east, it having been in Chicago on October 2, 4, 6 and 8, 1933. It should be kept in mind that labor trouble threatened strikes of pilots and co-pilots the latter part of September and first week of October in Chicago and Cleveland.

Ascertain in what condition the one-pound express package carried in rear mail and baggage compartment was found. This package was sent by the Associated Press, New York City, to Chicago and contained 47 photographs, size 7"x9".

Interview coroner and witnesses to accident. Ascertain if there was a leakage in gas lines and origin of fire which ensued. Ascertain if bodies and clothing of two men found near the tail section showed evidence of an explosion having occurred.

Interview Bryan Jacobs, Inspector, U. S. Department of Commerce, Chicago, and Major R. A. Schroeder, Chief of Air Lines Inspection Service of the Department of Commerce, who are conducting an investigation.

Interview D. V. Colyer, United Air Lines, in charge of this investigation for the company, office 221 North LaSalle Street, Chicago, residence 1219 Ashland Avenue, Wilmette, Ill.
IMMEDIATE INVESTIGATION IS REQUESTED.

DETROIT OFFICE

At Cleveland, Ohio: make thorough investigation in an effort to determine if this plane was carrying explosives and causes of alleged explosion.

Interview Mr. Robertson, Inspector, Department of Commerce, Cleveland, Ohio; who can be contacted at Municipal Airport, Cleveland, in reference to threatened strike of pilots and co-pilots or other labor trouble.

Contact Major Jack Berry, Director of Municipal Airport, Cleveland, and a Dr. Wright, as mentioned in memorandum of Special Agent Nolan.

Interview J. O. Johnson, Cleveland, Ohio, pilot of this ship which left Cleveland at noon, October 10th, due to arrive at Newark Airport at 2:25 p.m.

Interview Pilot Smith, Cleveland, Ohio, who is reported as having been piloting a ship due to arrive in Chicago thirty minutes later than No. 13304 on the night of October 10th, and who saw the burning of wreckage of latter plane.

Interview John Halpin, Cleveland Passenger Agent, United Air Lines, Municipal Airport, who talked to Emil Smith at Cleveland, Ohio, upon landing of plane there about 7:20 p.m., October 10th.

Ascertain what employes refueled the plane at Cleveland, interview them and also ascertain the names of all employes having any contact with this plane during the time it was landed at Cleveland and interview them, ascertaining particularly if a leakage of gas was noticed. **IMMEDIATE INVESTIGATION IS REQUESTED.**

P E N D I N G

U. S. Bureau of Investigation

Department of Justice
Room 1403
370 Lexington Avenue
New York, New York

PJN:BW

October 17, 1933

- MEMORANDUM FOR THE FILE -

Re: UNITED AIR LINES TRANSPORT
PLANE #NC-13304

Reference is made to letter from this office to the Director, Washington, D. C., dated October 12, 1933.

R. E. Pfennig, General Superintendent, United Air Lines, Chicago, Ill., appeared at the New York City office of the Division on October 12, 1933, and advised that he had personally conducted the inspection of the above referred to airplane at Chesterton, Ind., and offered the following information relative to same. It is to be noted here that Mr. Pfennig submitted a written report to his company relative to his investigation of instant matter, and same is set out verbatim in this memorandum, as follows:

**"REPORT OF R. E. PFENNIG
ON U.A.L. ACCIDENT
OCTOBER 10, 1933**

"On the night of October 10, at approximately ten o'clock, Mr. Pierce, Chicago Station Manager, called me at my home and advised that report had come in over the teletype that Pilot Tarrant in plane #304 on trip 23, had crashed and burned in the vicinity of Chesterton, Indiana. Mate was A. T. Ruby, and Stewardess, Alice Scribner. There were four passengers, one frep.

Mr. Lott, Vice President, happened to be at my house at the time and he immediately got on the extension phone and got all the information available at the moment which was that Tarrant had reported in on the radio at 8:30 P. M. over North Liberty, stating that he was flying at 1500 feet above sea level with a ceiling possibly 7000 feet and two beacons visible which indicated that the weather was perfectly all right for flying passengers.

62-29755-13

Mr. Lott and I immediately drove to the scene of the accident, arriving there at approximately eleven o'clock. There were a great many people surrounding the scene of the accident but we were able to locate the coroner who had taken charge and placed State Police around the wreckage, guarding it. Five bodies, two women and three men had been removed and were then being taken to the undertakers; Pilot Tarrant and Mate Ruby to Flynn's at Chesterton, and the other three bodies to Valparaiso. Although a thorough search had been made and was continued after our arrival of not only the wreckage but of the territory immediately surrounding the plane, no other bodies were located. At this time it was raining and there were only a few flashlights available.

Mr. Lott, the coroner and I then went to Valparaiso to check again on the passenger load and to get any additional information that might be available and also to report our findings. We visited the undertakers in Valparaiso and identified the woman passenger and stewardess; also the man passenger.

Then went to the hotel where Mr. Lott contacted Mr. Patterson and other officials of the company, passing along what information we had at that time. Checked with Mr. Pierce, got the names of the passengers and determined that there were actually four passengers, including one employee, and the crew of three, a total of seven.

We went to the scene of the accident at daybreak with "Doc" Everett Thomas, Insurance Department, and Bob Johnson, Publicity Man, and as we approached the scene of the crash, our attention was attracted by the tail surfaces in a field just south of west, approximately 1000 feet from the scene of the crash. The tail surfaces were almost intact. We proceeded on across the field as we saw evidences of additional wreckage and a group of men an additional 1200 to 1500 feet from the tail surfaces farther west, and on our arrival at that point found the bodies of the two missing male passengers, Burris and Smitt. Burris was lying on his back approximately four or five feet west of the point which he first struck on the ground. The body of Smitt was also farther west but not as much. The clothing on both bodies seemed to be intact and there were no cuts or bruises other than what would have been caused by contact with the ground. Later investigation revealed the fact that the eardrums of both men had burst.

We then proceeded on east where we found the thermos bottles, thermos jug and then some 50 or 60 feet east again, the holder for the jugs. I continued in an easterly direction finding scattered around over the field various parts of the fuselage back of the cabin, such as the mail compartment door, piece of channel and skin, stations 31, 32 and 33, I believe, with the skin folded back in the opposite direction from which it had originally been formed. Much glass, all of which seemed to be pulverized but still sticking to the celluloid, blankets, pieces of the coat rack, panelling used in building the supply locker, water container, and other fixtures in the lavatory. All of these were badly battered, some with holes punched through them; all of the parts of the fuselage including the mail compartment lining and door were blown full of holes from the inside out. The blankets all had holes blown through them.

I then inspected the tail surfaces and they were intact with the exception of some damage to the left stabilizer; a piece of the fuselage about five feet long had remained with the tail surfaces and the skin of this section also contained many jagged holes and the skin seemed to be bulged out from the force of some evident explosion. On the entering edge of the right side of the stabilizer there was considerable red, white and blue paint left there when that part of the fuselage on which the sign was painted struck the stabilizer before the tail surfaces left the plane.

Then continued on to the major part of the wreck and the indications were that the plane came in upside-down in a dive cutting off the top of a small tree to the west of the road, the right wing striking a large tree to the left of the fuselage and the left wing striking the embankment about 32 feet above the road; the left wing was evidently torn off first, and the fuselage pivoted around the tree somewhat before the right wing was torn off completely, and went on its side to crash against some trees and a concrete embankment, part of an old railroad bed. The plane caught fire at this point, the gas tanks were still with the plane.

The pilot and mate were thrown at the first impact of the wreck evidently, right through the instrument board and the radio compartment. One motor broke loose but stayed right close to the plane and the other motor rolled up the embankment and then back down in the gully some 75 feet from the rest of the wreckage. It was still possible to identify the cabin door which had remained with the fuselage.

There were no holes such as were found in the rear part of the

fuselage in the field west, in any part of the wings or what remained of the fuselage.

The evidence of the witnesses at the inquest substantiated by various conversations I held with these witnesses and others, indicated that the plane was first heard travelling in a westerly direction with engines functionally normally.

None of the witnesses saw the plane until after the blast which was severe enough to shake houses, windows and dishes within a radius of one-half mile. All the witnesses seemed to agree that the explosion was very severe and sounded like a blast such as heard in a quarry or when blowing stumps. Those who heard the explosion ran outside immediately and all stories seem to agree that when the plane was first seen there was no fire evident but the cabin lights were on as was, at least, the green navigation; that the plane was approximately 1000 feet high and travelling at a terrific speed in an easterly but downward direction, and a few seconds later crashed and burst into flames.

At the inquest some of the witnesses stated that it was approximately a minute from the time they first heard the explosion until the time of the crash, but on talking to these witnesses later and counting off ten seconds, the consensus of opinion was that it could not have been more than ten or fifteen seconds between the first explosion and that which occurred when the plane crashed.

My theory is that as the plane was flying west just after it passed a north and south road, an explosion occurred in either the mail compartment, the blanket compartment or the lavatory which blew out the sides of the fuselage and as soon as this was done, making a sort of a funnel of the last section of the fuselage; the splitting of the airplane tore the whole tail off at this point and the plane, of course, became exceedingly nose heavy, dived downward, reversing its direction and crashing upside-down. As it whipped over it evidently threw the two men passengers, who must have been in the rear of the plane, in a westerly direction they were followed by the thermos bottles and other loose articles and pieces, the heaviest ones going the farthest.

Examination of the wreckage indicated that the throttles had been closed, switches cut, and the master switch pulled, evidenced that the pilot and mate were unharmed up to the time of the crash.

Among the various articles picked up in an area, I would say, one mile square, were the pilot's brief case containing company

correspondence and a piece of express, much of which had holes similar to those in the pieces of fuselage skin -- blown through them, seat covers with similar holes, parts of the supply locker and some of the supplies. The only cargo in the real mail compartment, near or at which point the explosion occurred, was the pilot's, mate's, and stewardess' baggage -- all passenger baggage was in the nose compartment.

While inspecting the tail surfaces later it was discovered that the rivets of both elevator horns were sheared off clean and the rudder and elevators were out by the hinges indicating that there had been some whip either just before the tail tore loose or while it fluttered to the ground, probably the latter.

The propeller of one motor was minus one blade but this evidently had been broken inside the hub as it struck a tree or the concrete abutment and has not been found up to now, but was evidently picked up by one of the early "souvenir seekers." A piece of the blade from the other propeller about one foot long was also broken off and missing, but this blade was undoubtedly broken by the impact when the plane struck.

The stewardess' brief case was found and contained her ticket envelope completely made up. A suggestion card of one of the passengers was found, Mr. Schendorf, indicated that he sat in Seat #5 and that he was quite satisfied with his ride. As these cards are passed out to the passengers approximately 25 minutes before arrival at destination, indications are that everything was in order up to that time. A letter that the radio mechanic, Burris, had written to his folks while en route was also found. In this letter he described somewhat the ride, stating that he had passed Toledo and could see the beacons of the town, and the last words in the letter were "What a ride".

Passenger Smitt, who started out in Seat #3, carried in the plane with him a package done up in a newspaper. Contents of this unknown.

In summing up the situation, I am positive that there was no equipment or structural failure. I am positive that the pilot was not at fault, but I am sure that this accident was caused by the eruption of explosives stored in either the mail compartment, the lavatory, supply locker, or blanket compartment.

Plane #304 is the first N.A.T. plane of the 247 type and was in Chicago on the night of September 30 and also on the night of October 4.

I have not checked the names of the witnesses as all of this information and their testimonies can be had from the corner in a report, copies of which are available.

I might add that I searched throughout the tail surfaces and other pieces which we located for pieces of material not used in building this type of plane but was unsuccessful.

R. E. Pfennig. "

* * * * *

In discussing various possibilities regarding the complaint, Mr. Pfennig advised that a Mr. Robertson, Inspector, Department of Commerce, Cleveland, Ohio, had advised him that one of the pilots stationed at the Cleveland Airport had made the remark that if the portended strike mentioned in reference letter culminated against the pilots, the company would find considerable damage done to their planes. Mr. Pfennig stated that he did not investigate this remark and that he did not press Mr. Robertson for a further explanation of same. He advised, however, that Mr. Robertson has conducted an extensive investigation relative to this matter at Cleveland, Ohio, and he feels sure would be able to furnish additional information relative to the matter. He stated Mr. Robertson could be contacted at the Municipal Airport, c/o United Air Lines, at Cleveland.

Mr. W. Patterson, Vice President of the United Air Lines, Barclay Hotel, New York City, who had accompanied Mr. Pfennig to the New York Office, advised that he had been informed indirectly that Charles Peeples, c/o the Municipal Airport, Dallas, Texas, and George Grogan, also c/o Municipal Airport, Dallas, members of the Pilots Union, were approached by unknown individuals, also airplane pilots, and advised by those individuals that if they took any active steps in attempting to run plans as "scab" pilots they would find that their planes would be damaged.

Mr. Pfennig also stated that one Mr. Van Buren, United Air Lines airplane mechanic, located at the Municipal Airport at Cleveland, Ohio, is very radical and could have been implicated in

any damage which was contemplated to any airplanes belonging to the United Air Lines; that Mr. Van Buren's actions would bear investigation.

Both Mr. Pfennig and Mr. Patterson advised that if an agent were to contact Major Jack Berry, Director of the Municipal Airport, Cleveland, Ohio, and a Dr. Wright, they would probably be able to give valuable assistance, as both of the above named individuals are well acquainted with all the pilots and mechanics and are familiar with the happenings among these men.

V. P. Conroy, District Traffic Manager, New York Division, United Air Lines, 36 West 40th Street, New York City, was contacted and advised that the trip chart in the possession of his office relative to trip 23, the instant flight of Plane #NC-13304, on October 10, 1933, shows reservation for Miss E. M. Dwyer, 67 Mt. Vernon Street, Arlington, Massachusetts, who was issued ticket #14455 by the United Air Lines at their airport at Newark, N. J., evidencing trip from Newark, N. J., to Reno, Nevada; also the reservation of E. Smith, 5100 Argyle Street, Chicago, Ill., who was issued a ticket through the Consolidated Air Lines Ticket Company at Roosevelt Hotel, New York City, at which place he was issued Exchange Order #2885, and that this Exchange Order was later taken up at the United Air Lines airport station and ticket #5270, Form 121, was issued thereon, evidencing a trip from Newark, N. J., to Chicago, Illinois. Mr. Conroy's charts show that instant plane departed from Newark, N. J., at 4:33 P. M. bound for Chicago, Ill. Mr. Conroy advised that he made no investigation in instant matter and that he knew nothing additional to the above information.

E. L. Gill, 6850 Burns Street, Forest Hills, Long Island, clerk in the Air Lines Ticket Office, Arcade, Roosevelt Hotel, N. Y. C., on interview advised that on October 9, 1933, he issued to one E. Smith who gave his address as 5100 Argyle St., Chicago, Ill., an exchange order, #2885, for an airplane ticket on the United Air Lines, from Newark, N. J. to Chicago, Ill., on Trip #23, plane time 4:30 p. m. (It is to be noted here that when the plane left the field at Newark, N. J., it was three minutes late as set out above, departing time being 4:33 p. m.) Mr. Gill stated that Smith paid \$47.95 cash for the above exchange order, and that the date of purchase was October 9, 1933. Mr. Gill advised that at the time Mr. Smith purchased his ticket, he asked Mr. Smith his local address and telephone number, and Smith advised him that he had checked out of his hotel, and that he could not be contacted by telephone. (As will be shown later, however, Mr. Smith was still checked in at the Roosevelt Hotel, checking out on October 10th, the date of instant trip.) Mr. Gill stated further that Smith at the time made inquiries concerning seats.

available on the four o'clock plane to Chicago, and also the 4:30 plane, then when he found out that seats were available on either plane he chose the 4:30 plane. Mr. Gill offered a description of Mr. Smith, and the same is being set out at the end of this memorandum, together with additions made to said description by other individuals interviewed.

During the questioning of Mr. Gill, he also stated that at the time Smith purchased this ticket he also made inquiries about insurance, stating that he wished to take out a policy; that he, Gill, turned Mr. Smith over to R. F. Bott, who makes out all insurance policies.

Mr. Bott, United Air Lines ticket office, Arcade, Roosevelt Hotel, on being interviewed stated that on October 9, 1933, Smith, after purchasing a ticket from Mr. Gill, requested insurance; that he, Mr. Bott, made out a policy for Mr. Smith, and Smith, as "E. Smith" signed same. Smith was issued Insurance Policy #164, in the Travelers Insurance Company, Hartford, Conn., and gave his address on the policy as 5100 Argyle Street, Chicago, Illinois. The only information contained in the policy was to the effect that Smith was 45 years old; that he was male, and that the extent of the insurance was for the term of one day and the premium was \$2.00. Mr. Bott explained that no beneficiary is set out in these airline policies; that in the event of accident the amount of the policy is paid to the estate of the deceased, and his relatives, whose names are not set out in the policy, are contacted through the address stated on the policy. A tracing of the signature of E. Smith as it appeared on the above insurance policy was taken for future use.

The following investigation was conducted at the Roosevelt Hotel, situated at 45th Street and Madison Avenue, New York City, for the purpose of ascertaining whether E. Smith had been registered there.

Registration card #A-11650, Roosevelt Hotel, reports that E. R. Smith, Chicago, Ill., registered at that hotel on October 6, 1933, and was assigned Room 720 at the rate of \$4.00 per day; that he checked out on October 10, 1933; that the clerk who took the registration was Frank Hanley, desk clerk, who was later interviewed but had no information whatsoever to offer concerning Smith. An examination of the bill for Room 720 between the dates of 10/6/33 and 10/10/33 was made by this agent. Said bill is located in the bookkeepers office on the 2nd floor of the Roosevelt Hotel. The following information was ascertained:

3 phone calls, 10/8/33

40¢

No other telephone calls were made. An examination

of vouchers #34923, 35315 and 34890, recording the individual telephone calls made from Room 720, was made and these vouchers reveal that Smith called Chickering 4-7070 on three separate occasions, once at 7:30 a. m., again at 11:57 a. m., and lastly at 2:45 p. m. on October 8, 1933. Contact was had with the telephone company, and it was ascertained that Chickering 4-7070 is the telephone number of the Forrest Hotel, 225 West 49th Street, New York City.

Miss Gruber, floor superintendent, 7th floor, Roosevelt Hotel, was interviewed and ascertained from the records in her possession that E. R. Smith checked out of the Roosevelt Hotel at 3:00 p. m. on October 10, 1933, and that the room was immediately reoccupied thereafter, and several persons from that date have resided in that room. She stated that she receives all packages and messages for the 7th floor and that she then directs them to the individual room; that a record of the packages and messages so received is kept by her and an examination of same did not reveal that Mr. Smith received any service while at the hotel, or packages or messages of any description. She stated that Mr. Smith was personally unknown to her; that, however, she recalled him in view of the fact that when he checked out of the hotel on October 10, 1933, he did not ask for a bellboy to carry his bag; that he carried same (which was a small handbag) out of the room himself. Miss Gruber advised that she noted nothing peculiar in either the actions or appearance of Smith; that she had no information to offer relative to this man. She stated, however, that on October 7, 1933, Mr. Smith advised her and the telephone operator in the lobby of the hotel that he did not wish to receive any messages and that he would be home to no one. However, on that date, October 7, 1933, the telephone call sheet in the office of the bookkeeper of the Roosevelt Hotel disclosed that two telephone messages were received from an unrecorded outside source by Mr. Smith. Nothing was known concerning these telephone calls, although an extensive search was made to ascertain whether a record was kept of same.

In the office of the housekeeper, located on the 7th floor of the Roosevelt Hotel, it was ascertained by a check of the records in that office that Elizabeth Frey was the maid assigned to Room 720, and that she was on duty from October 6, 1933 through October 10, 1933, inclusive; that Bellboy #56 roomed E. R. Smith at the time that he checked in at the Roosevelt on October 6, 1933. An attempt was made to contact bellboy #56 but it was ascertained that he was not on duty and would not be on duty until the evening shift, which began at 3:00 P. M. It was further ascertained that the address of Elizabeth Frey, the maid, was 204 East 30th Street, New York City.

Miss Frey on interview advised that she recalls attending Room #720 in the Roosevelt Hotel between dates of 10/6/33 and

10/10/33; that she does not recall the name of the individual who occupied this room, however, she recalled that she would clean this room at approximately 9:00 a. m. each morning; that the only luggage she noticed in the room was a small black handbag or satchel; that no other bags or other pieces of luggage were seen; that she had occasion to look in the drawers of the dresser and also the shelf in the closet, but nothing belonging to Mr. Smith was found in either place. Miss Prey stated that she did not hold any conversation with Mr. Smith, outside of a casual greeting; that he seemed always to be in his room, and that on several occasions he was writing; that, however, when she appeared to clean the room he would leave and return after the room had been straightened up. The description of Smith, as offered by Miss Prey, is being included in the consolidated description of Smith set out at the end of this memorandum.

E. R.

A tracing of the signature of Smith, appearing on the Roosevelt Hotel Registration card #A-11605, was taken and a comparison was made with the signature of E. Smith, appearing on the Travelers Insurance Policy mentioned above. Said tracings appear to be identical, and evidence that E. R. Smith, who was a guest in Room #720 at the Roosevelt Hotel, is the same person as E. Smith, who was killed in instant crash at Chesterton, Indiana.

The above tracings are being retained in the files of the New York Office, for whatever use they may be in the future.

Through inquiries at the Forrest Hotel, through the manager, Mr. H. L. Cook, it was ascertained by checking the telephone vouchers for the month of October, that Voucher #131 evidenced a call from Room 1004, to Vanderbilt 3-9200, (which is the telephone number of the Roosevelt Hotel). A check of this room showed that the call was made on October 7, 1933, and a check of the records revealed that one Art McGinley was a guest in that room at that time; that he had checked in on October 7, 1933 and checked out the following day, October 8, 1933. Mr. Cook advised that Mr. McGinley is the sporting editor of the Hartford, Conn. Times.

Attempt was made to contact Mr. McGinley by ^{long distance} telephone, but it was ascertained that he was away on his vacation, and it was not known at his office where he was spending his vacation or when he would return. An attempt was made to locate his family, but none of them could be found. Further attempt will be made to contact Mr. McGinley for any knowledge he may have concerning E. Smith.

Voucher #75 dated October 7, 1933, evidenced a call from Room 1115 to Vanderbilt 3-9200 (Roosevelt Hotel). It was ascertained that the above room has been assigned to Patsy Marshall, who is a month to month resident, having checked in at the Forrest Hotel on July 30, 1933. Miss Marshall was interviewed and denied that she knew anyone by the name of E. or Emil Smith; that, in fact, she could recall no friends of hers by the name of Smith, and she denied making the call from her room, and further stated that if such a call were made it was made by some one visiting in her room. Who this might have been she could not recall. Miss Marshall refused for some unaccounted for reason to state who her friends were, or who had access to her rooms. She became very antagonistic during the interview, stating that she did not wish to give any information; that, however, she was positive she knew no one by the name of E. Smith, and that she, personally, had not made a call to the Roosevelt Hotel. Agent, during the course of the interview, advised Miss Marshall that the inquiry was made merely to establish the identity of E. Smith, and that no harm would come to any of her friends. However, she refused to comply with agent's request that she furnish names of her friends who had been in her room during October, 1933, stating that she could not recall them.

A further check of the telephone records at the Forrest Hotel during the month of August up to the present date did not reveal any other calls to the Roosevelt Hotel.

In view of the fact, however, that Mr. Smith had made three calls to the Forrest Hotel it was thought possible that he may at one time have been registered there during October, 1933. A check was therefore made of the hotel register from August 1st up to present date. No record of E. R. Smith was found, and one H. G. Smith registered there was well known to Mr. Cook, manager of the Forrest Hotel, who stated that H. G. Smith was a traveling salesman. Comparison of the signature of H. G. Smith with that of E. R. Smith and E. Smith revealed that the signatures were not at all similar. It may be stated here that the H. G. Smith referred to was registered from Boston, Mass.

Attention is called here to the fact that when an individual purchases a ticket from the United Air Lines in the Arcade of the Roosevelt Hotel, accommodations are made for that individual's transportation from the Hotel to the airport at Newark, New Jersey. It was ascertained from the Manager of the U.A.L. Ticket office in the Roosevelt Hotel, that on October 10, 1933 at approximately 3:25 p. m. the United Air Lines limousine driven by chauffeur Daniel Buckles, who can be contacted through the Cary Garage, 43 Vanderbilt Avenue, New York City, transported E. Smith from the Roosevelt Hotel to the Newark, N. J. airport. Daniel Buckles, on interview by this agent, stated that on October 10, 1933, at 3:25 p. m. (he is certain of the time as he looked at his watch as he drove up to the Roosevelt Hotel), he stopped in front

of the Roosevelt for the purpose of making inquiry at the United Air Lines ticket office as to any passengers going to the airport; that he met an individual, who gave his name as Mr. Smith, in front of the hotel, and who stated that he was going to the airport at Newark; that Mr. Smith displayed Exchange Order #2885; that Smith was the only individual picked up by him in New York City; that at the time he thought it peculiar, as Mr. Smith was standing outside the hotel; while the usual procedure is for a bellboy to direct the passenger to the air line bus; that Smith was carrying a small black satchel with two handles; that he was wearing a dark grey suit, black shoes, and a light felt hat; that he seemed to be a medium prosperous looking man, although there was nothing outstanding about him; that on the way from New York to Newark, Mr. Smith was discussing the meagre parking facilities of downtown New York, and the wonderful facilities provided in the city of Chicago; that he stated nothing concerning his business, and never at any time made any reference to himself; that at no time did the bus stop to pick up any packages for Mr. Smith; that, however, the bus did stop at the Pennsylvania Station to pick up some newspapers, which he, Buckles, delivered prior to arriving at the airport; that Mr. Smith, when he alighted from the Air Line bus, had no other package except his satchel; that the bus arrived at the airport at approximately 4:20 p. m., ten minutes before departing time of the plane. Mr. Buckles advised that he noticed nothing peculiar concerning Mr. Smith, except that he carried his satchel in the seat of the automobile and did not put in in the rear baggage container attached at the rear of the car.

Mr. William Maxwell, manager, United Air Lines Airport office, Newark, N. J., was interviewed and advised that U.A.L. Transport Plane #NC-13304, departed from Newark, N. J., on 10/10/33 at 4:33 p. m.; that the first stop was at Cleveland, Ohio, where the plane arrived at approximately 7:42 p. m., twenty minutes late; that beyond Cleveland his office would have no record of the flight of this plane, however, said records could be obtained from the Chicago Office. Mr. Maxwell stated at the time of the departure of instant plane the weather conditions were reported as good; that Pilot Robert Dawson, Cleveland, Ohio, who can be contacted at the Cleveland Municipal Airport, piloted the ship from Newark to Cleveland, at which place Harold Tarrant took his place. It will be noted here that this pilot was killed in the ensuing wreck at Chesterton, Indiana; that A. T. Ruby, co-pilot, accompanied the plane from Newark to its destination, as did Miss Alice Scribner, hostess, both of Chicago, Illinois. The passengers that boarded the plane at Newark, N. J., were Emil Smith and Miss E. M. Dwyer. The express carried was a one lb. package of

photographs consigned from the Associated Press, New York City, to Chicago, Illinois; that the baggage of Smith, weighing 19 lbs., and that of Miss Dwyer, weighing 28 lbs., was loaded into the nose compartment of the plane by mechanic Paul Doan, a resident of Elizabeth, New Jersey.

Crawford Newby, porter, stationed at the U. A. L. airport station, took the baggage of Smith and Miss Dwyer from the airport station to instant plane, where he set it down in front of the nose compartment, so that mechanic Doan could load same into the plane; that the baggage of Miss Dwyer consisted of one Pullman Wardrobe Trunk, while that of Mr. Smith consisted of one small black handbag. Mr. Maxwell stated that prior to placing the baggage in the instant plane an incident occurred which may be worthy of note, in that Mr. Smith had attempted to take a pint bottle of liquor from his handbag, which bottle was three-fourths full; and that he further attempted to take a drink in the station, however; that he was advised not to do so by Newby, the colored porter; that Ellsworth Dare, Jr., clerk in the airport station, also advised him that he would not be allowed to take a drink; that Smith reluctantly replaced the bottle in the handbag, and closed same; that he instructed the porter not to put the bag into the plane as yet; that he then placed the bag on the seat of one of the chairs in the waiting room of the airport station, and went to the Mens' Room; that upon his return he again opened the bag and extracted therefrom a package wrapped in brown paper, which he stated to Newby that he would carry. Mr. Maxwell stated that he did not see the above transaction, but that Newby and Dare did.

Crawford Newby, colored porter, was interviewed and stated that he can be located at any time at the U. A. L. Airport Station, Newark, N. J. When questioned concerning the above incident, he remarked that on October 10, 1933, he recalls a Mr. Smith, who was brought in by bus from the Roosevelt Hotel, New York City, to the airport station in Newark, N. J.; that he opened the door of the limousine to permit Smith's exit; that he noted at the time that Smith was carrying a bag; that when he attempted to take same, Smith said he would carry it; that he carried it into the station, and placed it on the floor; that this was approximately ten minutes before the plane's departure; that after Smith had obtained his ticket, which was issued on the Exchange ticket that the latter had received at the Roosevelt Hotel, he returned to his bag, opened it, and took from it a pint bottle of liquor, 3/4 full; that he, Newby, informed Mr. Smith that he would not be allowed to drink, either in the station or aboard the plane; that they did not allow anyone who had been drinking to ride on the planes; that Smith then said he would carry the bottle

on his person. Newby advised him that this was not allowed either; that he would call Mr. Dare; that Dare had also advised Smith that he would not be allowed to drink or carry the bottle on his person. Crawford Newby stated that Smith reluctantly replaced the bottle of liquor in his bag; that he closed same, and went to the Mens' Room; that upon returning he opened and extracted from the bag a cylindrical package approximately one foot long and four inches in diameter, wrapped in brown paper, sealed with brown paper strips, which package he stated he would carry; that the bag was thereupon closed and loaded in the nose compartment of the ship, Smith retaining the above referred to package. Newby stated that he did not question Smith concerning the contents or character of this package, and Smith offered no explanation of same. Newby advised that just prior to the taking off of the plane at 4:33 p. m., he assisted both Miss Dwyer and Mr. Smith into the plane; that he saw Smith seated in Seat #3 with the package on his lap with one hand on it.

During this interview with Crawford Newby, Mr. Maxwell, the manager of the airport, was present. Mr. Maxwell stated at the time that the retention of this package by Mr. Smith was unusual in view of the fact that if said package had contained anything of value it would have been as safe in the handbag as it was in the possession of Smith; that it was thought it might have been liquor; however, that it was not in the shape of the usual liquor bottle.

Ellsworth Dare, Jr., on interview advised that he issued ticket #5270, Form 121, on the Exchange Order #2885, the latter issued by the U.A.L. ticket office in the Roosevelt Hotel, to Mr. Smith. Mr. Dare advised that he personally weighed the pieces of luggage of the above referred to two passengers, and that only one piece of luggage each was possessed by Mr. Smith and Miss Dwyer; that Miss Dwyer carried nothing in her hands except a small pocketbook; that the only article Smith carried into the plane was the above referred to brown package. Mr. Dare likewise stated that the only express package taken during this trip was a package of photographs, which were placed in the brief case of the pilot; that this brief case together with a log book of the trip, and handbag of the pilot, the one of the co-pilot, and one for the Stewardess, was loaded into the rear express compartment, which is directly in back of the toilet partition on the plane; that nothing else was placed in the express compartment. The personal baggage of the passengers was loaded into the nose compartment of instant plane. Mr. Dare advised that Paul Doan, the above referred to mechanic, had placed both the luggage of Miss Dwyer and Smith in the plane, also the express baggage in the plane; that the personal belongings of the pilot, co-pilot and Stewardess, were placed there by the co-pilot Ruby, who was killed on instant trip. During

further conversation with Manager Maxwell, it was ascertained that Edmond Kolakowski, mechanic, Newark, N. J., was the last person who had inspected instant plane prior to its departure from Newark; that this checking consisted of inspection of the airplane structure including the motor; that T. Robinson and Milton Harris, both colored porters stationed at the U. A. L. airport, had cleaned the cabin of instant plane and washed down the floors in same; that they had also placed clean coverings on the pillows, some of which pillows were stored into the blanket compartment, which compartment is an aperture opening into the top wall of the toilet, which is approximately four inches high and two feet deep, and runs in depth the length of the rear express compartment, which is approximately $3\frac{1}{2}$ feet long. The above two porters should also have checked the blankets into the compartment, and should have replaced any that were not clean. (An exception was here made by Mr. Maxwell, who advised that if no blankets and pillows had been used during the previous trip of the plane, the porters were not obliged to check either the pillows or the blankets, and that in view of the exceedingly mild weather within the two days preceding October 10th it was doubtful whether any of the blankets or pillows had been moved from the compartment). Mr. Maxwell advised, however, that the stewardess of the plane is obliged at the beginning of each trip, to make a pencil notation of the number of blankets on board, which should be ten, and the same number of pillows, and that these should be checked; that this record accompanies the plane to the point of destination, and should have been on instant plane. Mr. Maxwell advised that he cannot at the present time recall any other individuals who had anything to do with instant plane prior to its departure on instant trip; that the reason he cannot recall is that inspections other than those referred to are not made a matter of record; that, however, he will make inquiries to ascertain whether any other individuals had anything to do with instant plane in the event of which he will immediately notify this office.

In relation to the radio station located at the airport, Mr. Maxwell explained that the radius of this station is 100 miles; that is, that the station is supposed to receive calls from the plane pilots within the radius of 100 miles; that beyond that distance the station at Kylerstown, Pa., picks up the messages of the pilots and continues to do so 100 miles beyond Kylerstown, at which point the Cleveland radio station picks up the messages. However, Mr. Maxwell stated that in some instances and if possible the Newark station picks up the radio messages from the planes on their way from Newark to Cleveland, which station then reports the arrival of the planes as okay. Mr. Maxwell displayed to agent the radio log which is dated October 10, 1933, and which referred to the trip of instant plane from Newark to Cleveland, Ohio. Said information is set forth

below. It is noted that Mr. Maxwell, in discussing the period of time between each radio call from the plane to the station, stated that the usual length of time between each call was twenty minutes:

4:18 p. m. Radio in plane ground tested; okay.

4:36 p. m. Pilot called, giving time and schedule working on.

4:49 p. m. Ground station could/ be contacted, not

5:09 p. m. Report from pilot giving position as three miles east of Leighton, Pa.

5:29 p. m. Call unheard; too weak.

5:49 p. m. " " "

5:59 p. m. Pilot reported position as okay and transmitted same to Newark, N. J. ground station. (Leighton would have the position of the plane this period).

6:09 p. m. Pilot reported 5 miles East of Reynoldsville, flying at 3000 feet.

6:29 p. m. Pilot reported over Allegheny River, Pa., altitude 5000 feet.

7:09 p. m. Pilot reported 2 miles north of Sharon, 2000 ft.

7:29 p. m. Call unheard.

7:42 p. m. Report received from Cleveland, Ohio, ground radio, that instant plane landed okay.

Mr. Maxwell advised that there had been no reports of any trouble from the pilot of instant plane during the trip from Newark, N. J., to Cleveland, Ohio.

In explanation of any labor trouble which might exist in connection with the contemplated cut of wages of pilots by the U. A. L. Company, Mr. Maxwell explained that the pilots of the U.A.L. were employed at the following rate of pay, prior to October 1, 1933:

Minimum base pay - \$1,800

Maximum " " - \$3,000.

The foregoing scale applies to pilots running between Newark, N. J. and Cleveland, Ohio, plus five cents a mile for day flying and nine cents a mile for night flying between these two points. Mr. Maxwell stated that pilots flying between Cleveland and Chicago received the same base pay, however, that the mileage pay was different; that is, day flying was four cents a mile and night flying seven cents a mile, Mr. Maxwell explaining that the difference was accounted for by the fact that the trip from Newark to Cleveland is over mountainous territory, while the trip from Cleveland to Chicago was over flat terrain. Mr. Maxwell stated that all the pilots belonged to the Air Lines Pilots Association, which has its organization and seat in Cleveland, and for this reason Mr. Maxwell knows very little concerning the organization, and the pilots have discussed the matter very little with him. He stated that if there were any meetings or any agreements reached relative to the pilots by the Union the meetings would take place in Cleveland, and that more information concerning this Union could be obtained through the manager of the U.A.L., at the Municipal Airport, Cleveland, Ohio. Relative to any attempted strike or arbitration of salaries between the pilots and the company, Mr. Maxwell explained that on or about October 1, 1933, there was an attempted strike for the reason that the U. A. L. wanted to pay the pilots on an hourly basis instead of a mileage basis. The company's plan was to pay the pilots \$4.40 an hour with a \$1.10 bonus an hour, and \$6.50 an hour for night flying, with a \$3.00 bonus on the Newark to Cleveland run. Mr. Maxwell stated that he did not know the company's plan concerning the flight from Cleveland to Chicago, Ill. He stated, however, that there was considerable agitation among the pilots, as they considered that it was a decided cut; that is, they figured their pay was being cut 25 to 35%. Mr. Maxwell explained this agitation by saying that it was not agitation of a vengeful character; that the pilots were interested in the outcome merely because their pay was affected, but that he had heard of no threats of any nature whatever, either among the pilots or mechanics at the station in Newark; that in fact it was his business to find out whether there have been any threats or attempts at violence, and if so report same to his superiors. He stated, however, that although he has made numerous inquiries he has not run across any such caustic remarks, and that he could not say who was the ringleader of the strike movement among the pilots stationed at Newark. In this connection, Mr. Maxwell stated that the co-pilots are all stationed in Chicago, Ill., and that they make one full trip a day, from Chicago to Newark, returning the following day; that he knows of no intended strike by the co-pilots, as their salaries are fixed in the following ratio:

Minimum pay - \$2,400 a year
Maximum pay - \$2,700 a year

Salaries are increased at the rate of \$150 per annum, until the maximum is reached.

Mr. Maxwell stated that the mechanics have no set scale of pay; that they are hired on a yearly salary, which is not fixed, but that they generally start on a \$30 to \$35 a week salary, with no maximum; that the mechanics do not belong to any pilots Union but it is rumored that they are forming a chapter of their own; that, however, this chapter has not been formed yet; that it is only a rumor now and that they have not banded together at the present time for any strike purposes.

While in the office of Mr. Maxwell, it was called to agent's attention by the former that a telegram had just been received by the airport station that all planes must be thoroughly searched for any possible explosive material. These instructions were issued in view of the rumor that instant plane was wrecked because of the pending pilot strike, and that the search is being made to ascertain whether any hidden materials are concealed in any of the remaining planes of the U.A.L. fleet. The only available mechanic at the time of agent's call at the airport was one Arthur ~~Smith~~, located at Newark, N. J., U.A.L. airport station, and on interview he advised that he is a foreman of the mechanics at that airport; that, however, he had no information concerning this matter; that he is in contact with the mechanics at the airport, and would know of any impending strike. However, nothing relative to this has come to his attention. He stated that he does know of an actual fact that none of the employees would join in an actual strike movement participated in by the pilots, in view of the fact that his men have been approached by various pilots, but that they have refused to go on a sympathetic strike with the pilots, in the event of the strike actually taking place.

It has been suggested by Assistant Special Agent in Charge F. X. Fay that a list of the inspections of instant plane be obtained from October 1st to the date of the instant crash. A request was made of Mr. Maxwell for this data. He stated, however, that it is a matter of record in the offices of the U.A.L. Municipal Airport, Chicago, Illinois, where the records would be easily accessible to an agent from this Division. He stated that he has a record of the pilots and co-pilots and stewardesses which had accompanied instant plane from Chicago, Ill., to Newark and return from October 1st to the date of instant crash, and he furnished same to agent. Same is set out below:

Louis Gavis, pilot, Cleveland, O. airport; Mr. Van Tyle, co-pilot, Chicago, Ill., airport; Miss Pugh, Stewardess, Chicago, Ill.
Arr. on October 1st. at Newark airport, in instant plane.

Lee Murphy, pilot, Newark, N. J., airport; Mr. Davis, co-pilot, Chicago, Ill.; Alice Scribner, Stewardess, Chicago, Ill.
Departed in instant plane from Newark airport for Chicago, on October 2nd, 1933.

Harold Little, pilot, Cleveland, Ohio, airport;
Mr. Hurley, co-pilot, Chicago, Ill.; and Miss
Rothkath, Stewardess, Chicago, Ill., airport.
Arr. with instant plane at Newark on October 3rd.

Robert Dawson, pilot, Cleveland, O. airport; Mr.
Franklin, co-pilot, Chicago, Ill.; Miss Martin,
Stewardess, Chicago, Ill., departed with instant
plane from Newark on October 4th, 1933.

Arthur Lybarger, pilot, Cleveland, O.; Mr. Trumble,
co-pilot, Chicago, Ill.; Miss Sapercer, Stewardess,
Chicago, Ill., arrived instant plane at Newark, N.J.,
October 5th.

Marion Sterling, pilot, Newark, N. J. airport; Mr.
Scott, co-pilot, Chicago, Ill.; Miss Hopson, Stewardess,
Chicago, Ill.; departed from Newark, N. J., October
6th.

Hudson Smart, pilot, Newark, N. J. airport; Mr. Mc-
Donough, co-pilot, Chicago, Ill.; Miss Slade, Chicago,
Ill., stewardess, arrived in instant plane at Newark
on October 7, 1933.

Paul Reeder, Cleveland, O., airport, pilot; Mr.
Ransom, co-pilot, Cleveland, O.; Miss East, Stewardess,
Chicago, Ill., departed Newark, N. J., October 8th.

E. M. McMillian, Cleveland, O. airport, pilot;
Mr. Payne, co-pilot, Chicago, Ill.; Miss Rothkath,
Stewardess, Chicago, Ill. Arr. Newark, N. J., October
9th.

Robert Dawson, pilot, Cleveland, O.; A. T. Ruby, co-
pilot, Chicago, Ill.; Miss Alice Scribner, Stewardess,
Chicago, Ill.; Departed Newark, N. J., October 10th.

Mr. Maxwell furnished names of the following pilots
stationed at Newark, N. J., and also the names of the following mechanics
stationed at the above airport. It will be noted that the exact addresses
of a few of the pilots and mechanics are not known to Mr. Maxwell at
this time. He stated he would make an effort to obtain the exact
addresses in the near future.

First Pilots Domiciled at Newark:

C. W. Hudson	1024 Kipling Road	Elizabeth, N. J.
E. J. Martin	524 Pine Street	Roselle, N. J.
M. A. Marrs	934 Orchard Terrace	Linden, N. J.
W. H. Kennedy	444 Mercer Avenue	Roselle, N. J.
J. H. Smart		Elizabeth, N. J.
M. Sterling	Hotel Douglas	Newark, N. J.
S. Nelson	86 Division Avenue	Summit, N. J.
John Wolf		Summit, N. J.
L. Murphy		Elizabeth, N. J.

Mechanics Domiciled at Newark:

H. Anderson	15 Mading Terrace	Hillside, N. J.
O. Anderson	1342 Fremont Place	Elizabeth, N. J.
O. Beavers	1342 Fremont Place	Elizabeth, N. J.
D. Beebe	Y.M.C. B., Madison Avenue	Elizabeth, N. J.
R. Blauvelt	403 Spruce Street	Linden, N. J.
P. Doan		Roselle, N. J.
A. Z. Gruitch	1414 Concord Place	Elizabeth, N. J.
J. Keller	23 School St.,	Metuchen, N. J.
E. Kolakowski	1 Grumman Avenue	Newark, N. J.
G. E. Laird		Union, N. J.
J. McVeigh	930 Orchard Terrace	Linden, N. J.
W. Umstead	1 Grumman Avenue	Newark, N. J.
O. Williamson	1465 Lexington Pl.	Elizabeth, N. J.
E. J. Lima		Newark, N. J.
F. Rye		
H. Wells		
C. C. Basley		Newark, N. J.

above list is set out in order that these persons might be interviewed relative to any information they may have pertaining to instant matter, particularly as to any agitation among the pilots.

It is suggested that Bellboy #56 at the Roosevelt Hotel, who could not be located by this agent, be located and interviewed, as it will be recalled that he roomed Mr. Smith at the Roosevelt on the night of October 6, 1933. He should be questioned concerning any information as to luggage possessed by Smith, remarks pertaining to any luggage, any remarks pertaining to the city, and as to whether Smith made any inquiry of him as to location of any hardware stores, or places where powder or high explosive material could be obtained.

It should also be ascertained from the ~~bellboy~~ whether or not he knew of any package carried by Smith.

It is also suggested that the various mechanics and porters at the Newark N. J. airport be contacted and closely questioned concerning their inspection of instant plane prior to its departure on the ill fated flight. Those who checked instant plane at that time are set out in the body of this memorandum.

The New York City Office will conduct appropriate investigation in an effort to ascertain additional information concerning the presence of Mr. Smith in New York City, determining where he obtained and the contents of the package in his possession on instant plane, if possible. Also, at the Newark, N. J. Airport will conduct appropriate investigation.

At ~~the~~ conclusion of the above investigation, the information concerning Mr. Smith was telephoned to the Chicago Bureau Office on October 14, 1933, by Assistant Special Agent in Charge Fay and Special Agent in Charge Melvin Purvis of Chicago furnished the following information concerning Smith:

E. R. Smith was a member of the U. S. Army from 1915 to 1920 and he enlisted from someplace in Colorado; he was assigned to some Cavalry Unit in the War; that in the year 1920 he operated a grocery store at 5100 Argyle Street, Chicago, Ill., which grocery store was owned by an aunt of his named Riedl. It is intimated that Smith was associated as a partner with his aunt in the grocery business. However, this business was sold in 1930 and Mr. Smith was seeking employment, although he is reputed to be comfortably fixed; that he spends most of his time in fishing and hunting and that in the latter connection he is an ardent duck hunter; that he came to New York City about two weeks ago to attend the World Series and that he was going to see some man in New York about a job. He has never been known to fly before except when he was in the U. S. Army and stationed in Texas. Mr. Smith was not in the habit of writing home and did not communicate with his sister, with whom he lived in Chicago, and none of his family have any idea as to how much baggage he carried at the time he left Chicago.

Relative to Smith's hunting activities, it was stated that he keeps his guns at a duck hunting club in Chicago, said club located on the Illinois River; that he had no guns with him at the time of his departure from Chicago for New York; that he kept four guns at the above hunting club and those interviewed at Chicago did not see any reason why he should buy a gun, or for that matter ammunition, and bring it back to Chicago from New York.

The Boston Office of the Division furnished this office the following information resulting from their investigation of Miss Dwyer, at Arlington, Massachusetts.

A Mr. Ed. Kenny, brother-in-law of Miss E. M. Dwyer, was interviewed by an agent of the Boston Office and advised that he had never made a statement to anyone concerning instant airplane being bombed; that he, Kenny, had been talking to someone, and he, in turn, had discussed the possibility of the plane's disaster being caused by a bomb; that it was just a presumption on his part. Mr. Kenny advised that he received a wire from Chicago to identify the body of Miss Dwyer, who lived at 67 Mt. Vernon Ave., Arlington, Mass.; that Mr. Dwyer and he, Kenny, left Boston on a four o'clock plane for Chicago, and on that plane they talked with the pilot, whose name was W. H. Kennedy; and the three of them discussed pro and con the causes of the accident; that the pilot had volunteered the following information: That the U.A.L. had recently taken considerable business from other lines; and that possibly jealousy existed on the part of competitors, which resulted in a bomb being placed in the plane. Mr. Kenny stated he understood two passengers were in the rear of the plane at the time the plane split; that the ones in the front burned; that the plane at the time of the accident was 25 minutes late, and should have been in Chicago about 15 minutes after the crash; that the U.A.L. had recently purchased 75 planes of the type of the plane that crashed.

Relative to Mr. Baldwin, Mr. Kenny stated he is a real estate and mine operations owner in Reno, Nevada, his address being the Hotel Riverside; that he is presently stopping at the Hotel Carlton in Boston; that he has been in Reno about five years; that he originally came from Boston, where he had met Miss Dwyer. It is stated that Mr. Baldwin called Miss Dwyer from Reno every day for a certain period to come to Reno, where they could be married; that the amount of the calls placed was in the amount of \$250; that, however, there has been some family strife concerning this marriage. No further information has been obtained from the Boston Office at this time, although they are submitting a report on same.

During the course of the conversation with the Special Agent in Charge of the Chicago Office, it was ascertained that a telegram had been sent by Smith in New York City to his sister, Anna Riedl, 5100 Argyle St., Chicago, Ill., at 2:10 p. m., on October 10, 1933, which telegram is as follows:

"CAC 188-6-RV-NY

"Leaving New York today by plane Everything okay
Love - Bill "

- 23 -

It was ascertained through Western Union headquarters at New York City that the above telegram was sent from their office in the Roosevelt Hotel, New York City.

P. J. NOLAN,
Special Agent.

— COPY —

SCIENTIFIC CRIME DETECTION
OF
NORTHWESTERN UNIVERSITY
CHICAGO, ILLINOIS

Superior 9455

469 EAST OHIO STREET

October 14, 1933

United Air Lines
221 N. La Salle Street
Chicago, Illinois

Attn: Mr. Thorp Hiscock

Dear Sir:

I have completed my examination of material involved in the airplane accident which occurred a few days ago in the region of Chesterton, Indiana.

Examination of the evidence leaves no doubt that prior to the crashing of the plane there was a violent explosion in the rear portion of the plane. This explosion was produced by a "high explosive" of the type of nitroglycerin dynamite of high percentage strength, TNT, or some similar substance. The explosion occurred either in the upper rear portion of the lavatory compartment or the fore part of the blanket compartment which is built into the rear of the upper lavatory section. The fact that the explosive was the "high explosive" type rather than the "low explosive" type is proven by the numerous holes made in Dural structure by flying particles of Dural and by the type of damage done to blankets, clothing and baggage which apparently was located in the rear baggage compartment. These holes were made by projectiles traveling at very high velocity, such as would be propelled by the shattering force of a high explosive, rather than by the slow push of a low explosive. Gasoline-air moistures are definitely of the low explosive type. There was no evidence of fire in material coming from the rear portion of the plane, apart from the small amount of singeing incidental to the impact of fragments of Dural traveling at extremely high velocity. Nothing was found which could be definitely identified as a portion of explosive container, bomb, or time mechanism such as is found in so-called "infernal machines." The particles of metal which were driven with bullet-like speed into the floor of the plane, the leather and leatherette materials of baggage containers and Dural sheeting was found to be Dural. These projectiles apparently resulted from the shattering of Dural structures in close proximity to the explosive.

I am enclosing additional copies of this report to be forwarded to Mr. Purvis of the Department of Justice, 1930 Bankers Building, Chicago, and also the Department of Commerce, at your discretion.

Yours very truly,

(signed)

C. W. Muehlberger

CWM:M

INC:GJ

October 20, 1933.

62-29755-14
Mr. C. L. Moore,
Kankakee, Illinois.

RECORDED

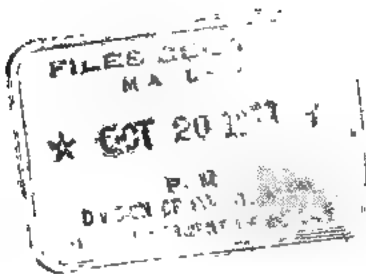
OCT 23 1933

Dear Sir:

I beg to acknowledge receipt of your letter, dated October 15, 1933, relative to the wrecking of a passenger plane of the United States Air Lines near Chesterton, Indiana, and to thank you for the suggestion contained therein.

Very truly yours,

Director.



00-151933

Mr J Edgar Hoover
Department of Justice.

Just a thought - the
air liner wrecked near
Christerton, Ind - This Liner will
not be used in the next German
war, OCT 23 1933

RECORDED

What do you know about the
personnel on the *Macor*
Germany has been preparing
for a long while.

62-29755-14
DIVISION OF INVESTIGATION
OCT 21 1933 P.M.
U. S. DEPARTMENT OF JUSTICE
Unit 616 FILE



Sincerely yours

C. L. Moore

Kankakee

Ill

ack
10/24/33
JMS

AFTER 5 DAYS, RETURN TO

C. L. Moore

KANKAKEE, ILL.



*Hon J Edgar Hoover
Department of Justice
Washington
D. C.*



Mr. Nathan	_____
Mr. Tolson	_____
Mr. Clegg	_____
Mr. Edwards	_____
Mr. Egan	_____
Mr. Hughes	_____
Mr. Quinn	_____
Mr. Lester	_____
Mr. Locke	_____

October 12, 1933

MEMORANDUM OF TELEPHONE CALL.

I contacted Mr. Fay at the New York City office and advised that Mr. Stanley, the Assistant to the Attorney General, had referred to me a Mr. Kramer of Montana, a representative of the United Aircraft Corporation, whose airplane crashed a couple of days ago, and all the passengers burned to death. I advised that Mr. Kramer stated that Colonel Henderson, the head of the United Aircraft Corporation, with offices at 230 Park Avenue (ninth floor), New York City, is in possession of information indicating that the plane crash was caused by a dynamite bomb in the rear of the plane exploding. I requested that Mr. Fay contact Colonel Henderson and arrange to see him as soon as possible to secure all the facts.

Mr. Fay later called back and stated that the plane left New York at 4:30 p.m., arriving at Cleveland on time, and the last report by radio was at 8:39 p.m., CST, North Liberty; that it was flying at 1500 feet and it was reported they could see 2 beacon lights ahead and a 7,000-foot ceiling, all conditions being okay; that it was due at Chicago at 8:55 p.m., CST, but due to head-winds was 15 minutes late; that the report by radio due at 8:59 p.m. was never received, and it is believed the plane crashed around that time, as the place where she crashed is approximately 36 miles out of Chicago by air. Mr. Fay stated that the pilot had been employed by the United Aircraft Corporation for about 2 years; that he was flying as a co-pilot until 2½ months ago, at which time he became a pilot.

Mr. Fay stated that when they examined the remains they could only find five bodies, but yesterday they found two more about half a mile away from the plane. Mr. Fay further stated that the tail of the plane broke just rear of the compartment containing the pilot, and the section between that part of the tail and the part containing the rudder was broken into a number of small pieces, and these pieces were found a half mile west of the ship. He stated they assume when the tail went off the ship went into an outside loop, headed east, and crashed into the trees. The tail was west of the ship, and the rudder was a mile west of the ship. He stated that the ignition was on when she crashed, and the plane and all in it burned.

Mr. Fay stated that the flight surgeon coming in last night picked up a man named Baldwin at Reno (the fiance of the Murphy girl); that the man who brought Baldwin to the plane said he had been hysterical, and was taking morphine and bromide, but the doctor stated he had not seen him taking these; that Baldwin en route in conversation with the doctor stated he thought a bomb had blown up the ship, which was the first the doctor had heard of such a thing; that the doctor then talked with the pilot and co-pilot, who stated they had heard nothing of this sort.

RECORDED

NOV 2 - 1933

DIVISION OF INVESTIGATION

NOV 1 1933 A.M.

U.S. DEPT. OF JUSTICE

66-274
COPY FILED IN
RECORDED

Mr. Fay advised that one Emil Smith was on the ship which crashed, and the indications are that when Smith entered the plane he had some liquor and was carrying a small package. They do not know his position on the plane, but he boarded the plane at Newark. The plane was carrying no mail and there was nothing in the rear compartment except a small handbag belonging to the pilot, and they say there is no conceivable reason why the tail should have flown off considering the conditions under which the ship was flying.

Mr. Fay stated there were three ships flying at the same time, one fifteen minutes or a half hour ahead of the ill-fated ship, and the other fifteen minutes later, both of which came through with no trouble at all; the second ship, however, saw the flare on the ground while passing over and reported the same when he arrived at the air station.

Mr. Fay stated that the portion of the plane between the rear of the pilot's compartment and the tail was picked up over a radius of one-half mile, and also a number of bolts and nuts were picked up which did not belong to the plane, and the pieces of the metal tail had been shattered as though it had been shot.

Mr. Fay stated that while he was with the airplane company a man named Collier from Chicago called and stated the coroner had told him that he had some additional information he could not give over the wire, but that he had also found some powder marks on the compartment door, which had been thrown clear of the rest of the wreckage.

Mr. Fay stated that they mentioned that this was the same company which transported Bailey from Oklahoma City to the penitentiary.

Mr. Fay stated the line was having labor troubles, and that they mentioned in particular one pilot who was described as being "rather vicious". He stated that it appeared that one of the men present at the conference had been talking to the Attorney General.

Mr. Fay stated he would send the details in by Teletype, and I instructed that he call Mr. Purvis at Chicago and give him all the details, in order that he might see the coroner at once and contact with the Department of Commerce investigators immediately. I stated that Mr. Fay should start investigation at the Newark airport, and send in the facts to Washington by Special Delivery in order that I might have the information tomorrow morning.

Colonel Donovan telephoned to state that so far it looks either like sabotage or that someone placed a bomb in the plane. I advised Colonel Donovan of the information I received from Mr. Fay and the course of action I expected to take, both at Newark and Chicago. Colonel Donovan mentioned the fact that it was this same company's plane which transported Bailey and Bates to the Leavenworth Penitentiary.

I contacted Mr. Purvis at Chicago with regard to this matter, and requested that he put some of his best Agents on the case. I advised that he get in touch with the coroner and the Chicago representatives of the United Aircraft immediately, and also the Department of Commerce agents.

313 Lowes Building,
San Francisco, California.

WJ/AT.
62-1135

Oct. 27, 1933.

INDEXED

62-1135	
OCT 1 1933	
U.S. DEPT. OF JUSTICE	
SEARCHED	INDEXED
SERIALIZED	FILED

Special Agent in Charge,
Division of Investigation,
U.S. Department of Justice,
1600 Bankers' Building,
Chicago, Ill.

Dear Sir:

Re: UNKNOWN SUBJECTS
AIRPLANE CRASH, CHESTERTON, INDIANA.

Reference is made to your telegram of Oct. 24, 1933:

Mr. W. F. Steele, Manager, White Sewing Machine Company, 512 Second St., San Francisco, interviewed by Special Agent E. J. Montgomery, says he has no personal knowledge of the airplane crash at Chesterton, Indiana, or information to which he attaches importance. His statement is that on the night of Oct. 5th or 6th, exact date not remembered, he was a passenger on a New York-Central train between Cleveland and Chicago. Before retiring he went to the Pullman smoker; in the smoker were three or four men, strangers to him, who were discussing airplanes and travel by plane. These men were drunk, and talking loud. One of the men, a short, dark, swarthy fellow, apparently an Italian, remarked they were going to get a man, whose name he could not recall, it began with a "W". Who "W" was, how, why or when they were going to get him, was not said, in fact, he paid no attention to the matter, and after finishing his smoke, he went to his berth, leaving the men in the smoker. When he read in the papers the destruction of the plane at Chesterton, and saw among the passengers killed, the name of a man whose name began with "W" (name not remembered), he recalled the conversation he had overheard in the smoker. Some time later, in a casual conversation, he informed Captain Boyle, of the San Francisco Airport, of the conversation he had overheard.

Mr. Steele says he attached no particular significance to the remark then or now, and told it to Captain Boyle merely as a matter of conversation. He has no idea who the men were, their

occupations, where they were from, or where going. They were "a tough looking bunch"; drank to excess, and talked loud and bombastically. "It was merely a hearsay story"; he can suggest no further sources of information.

Very truly yours,

R. E. Vetterli,
Special Agent in Charge.

c.c. Division.

1000 Bankers Bldg.,
Chicago, Illinois
October 13, 1933

Mr. Thomas J. Callaghan,
Agent in Charge,
J. J. Leggett Service,
Treasury Department,
Chicago, Illinois.

Dear Sir:-

Re: CRASH OF UNITED AIR LINES TRAILER
PLANE, #10-18304

Receipt is acknowledged of your letter
dated October 11, 1933, with a letter from Carl R. Morvil,
Chosterton, Indiana, which indicates that Mr. Morvil might have
additional information of value regarding the recent airplane
crash at Chosterton.

Very truly yours,

H. V. JEN,
Acting Special Agent in Charge

DDC/af
CC Division

62-29755	
OCT 13 1933	
FBI - CHICAGO	
JEN	

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT **NEW YORK CITY**

FILE NO. **62-700**

REPORT MADE AT Detroit, Michigan	DATE WHEN MADE 10-30-35	PERIOD FOR WHICH MADE 10-24, 25, 26-35	REPORT MADE BY R. C. CHAPMAN
TITLE UNITED AIR LINES TRANSPORT PLANE NO. KC-13304			CHARACTER OF CASE MISCELLANEOUS - AIRPLANE CRASH

SYNOPSIS OF FACTS: Instant plane was refueled at Cleveland, Ohio, on October 10, 1935, and radio checked, there being no other inspection of plane. No check made for possible gas leakage. Threatened strike of pilots and mechanics had been temporarily settled prior to October 1, 1935, there being no evidence that plane was damaged or explosives placed in plane at Cleveland. John Kalpin, passenger agent, observed passenger Earl R. Smith remove package from net rack over his head and carry it about station under arm, and talked to him but noticed nothing suspicious in Smith's actions.

R.U.C.

REFERENCE: Report of Special Agent H. W. Kage, New York City, dated 10-20-35.

DETAILS:

AT CLEVELAND, OHIO.

Major Jack Berry, Director of Municipal Airport, stated that he was advised by telephone of the crash of instant plane about 1:00 A.M. on October 11, 1935, and that at 1:10 A.M., he was at the airport making an investigation but was unable to find any thing which would indicate evidence that the plane had been damaged while in Cleveland; that the threatened strike of pilots, and mechanics had been temporarily settled prior to October 1, 1935 by the pilots, mechanics and United Airlines officials agreeing to submit their dif-

DO NOT WRITE IN THESE SPACES

APPROVED AND FORWARDED: <i>M. M. [Signature]</i>	SPECIAL AGENT IN CHARGE	62-29755-16	RECORDED AND INDEXED: NOV 1 1935
COPIES OF THIS REPORT FURNISHED TO: 2-Division 2-New York 2-Chicago 2-Detroit		NOV 1 1935 A.M. BUREAU OF INVESTIGATION ROUTED TO: [Stamp]	NOV 8 1935 CHECKED OFF JACKSON

ferences to a Board of Arbitration; that on October 10, 1933, all talk of strike had blown over and there was no indication of dissatisfaction of any employees or pilots; that even though there might have been a strike contemplated or labor trouble he does not believe any pilot or mechanic would damage a plane or place explosives in a plane or in any manner endanger the lives of pilots or passengers by such actions for the reason that pilots and mechanics have a finer sense of moral responsibility and ethics than is found in any other line of endeavor; that a pilot or mechanic would sooner cut off his arm than to knowingly damage a plane which would endanger lives.

Major Berry further stated that he was not at the airport when instant plane was in Cleveland on the night of October 10, 1933, but after learning of the crash he immediately talked to John Halpin, Passenger Agent, and made inquiries about the airport to learn if any suspicious characters had been seen about the airport on the night of October 10, 1933, and stated that there was no indication of any outsider being near the plane when it was refueled. Major Berry stated that he had been through many investigations of plane crashes and that he had never seen an actual solution of a crash, and that when the investigations were completed, the cause of the crash remained a mystery and the subject of theory and guess work. He stated that he had observed the report of the Scientific Crime Detection Laboratory of Northwestern University at Chicago, Illinois, and had formed the opinion that passenger Smith must have been carrying nitro-glycerin, or some other type of high explosive, and had accidentally dropped it while in the rear of the plane in the washroom.

Major Berry does not deem it possible that an explosion of gasoline could have acted in the manner in which instant explosion has been described. Major Berry stated that A. W. Van Buren, Crew Chief, who has been mentioned as being a radical and who was in charge of the crew which refueled instant plane on the night of October 10, 1933, is above suspicion in his opinion, having been at the airport as a mechanic for about five years, and prior to that was in the United States Marine Corps for eight years; that although Van Buren is talkative, Major Berry never has heard of him making any threats as to what he, Van Buren, would do in case of a strike.

W. M. Robertson, Inspector of the Department of Commerce, Cleveland Airport, advised that he had not conducted any investigation of this matter at Cleveland, Ohio, or elsewhere; as the investigation would be conducted for the Department of Commerce by B. M. Jacobs, Airline Inspector at Chicago, Ill. He further stated that he was not at the airport on the night of October 10, 1933, when instant plane was in Cleveland, Ohio. He further stated

that he had not made any investigation of the threatened strike of pilots and mechanics which was to have been called on October 1, 1933, but which was settled a few days prior thereto by the interested parties agreeing to submit their differences to a Board of Arbitration; that he heard from a source which he can not recall that a Mr. Wolf, who is a pilot for United Air Lines flying from New York to Cleveland and whose home is in Newark, N.J., had said that "if there was a strike there would be plenty of trouble." Inspector Robertson states that Wolf is a great fellow to "shoot off his mouth" but would be above suspicion in the matter of damaging a plane.

Both Inspector Robertson and Major Berry stated that Dr. Wright who examines the pilots for physical fitness, would have even less information than they concerning this matter and it was deemed unnecessary to interview him.

John Halpin, Passenger Agent for United Air Lines advised that on the night of October 10, 1933, he was on duty and saw instant plane arrive and noticed that passenger Emil Smith remained in the plane, and he asked the stewardess, Miss Alice Scribener, why Smith did not get out of the plane, she replying that she did not know; that he then asked her if Smith had been drinking, she stating that she did not believe he had. He then instructed Miss Scribener to inform Smith that he should leave the plane while it was being refueled and he watched Smith leave the plane and noticed Smith reach up in the net parcel holder over his head and remove a package which was wrapped in brown paper; and Smith then left the plane. Mr. Halpin then made a point of conversing with Smith concerning the length of time the plane would be in Cleveland, the conversation being for the purpose of determining whether Smith had been drinking. Halpin stated that Smith seemed entirely sober and normal and no liquor could be smelled on his breath or about his person.

He further stated that Smith then walked about the fenced enclosure for seven or eight minutes and carried the brown package under his arm and had both hands stuck down inside the pockets of his top coat; that Smith then walked up to him and asked him how much longer the plane would be in Cleveland and was informed that it would be about five minutes; that Smith then walked into the Passenger Station and stood near the Western Union booth until passengers were notified that the plane was leaving for Chicago, this being about five minutes after Smith had walked into the station; that he, Halpin, noticed Smith get in the plane and take a seat near the front of the plane but did not observe what Smith did with the package.

He further stated that he did not pay a great deal of attention to the package which Smith was carrying and could not say in what manner it was wrapped or describe the shape of the package. He further stated that he does not recall Smith being excited or acting in a suspicious manner. Mr. Halpin noted that Mr. Burris, the radio man, sat in the rear seat of the plane. Mr. Halpin stated that Burris had come to Cleveland from Toledo, Ohio, to ferry to Chicago, Ill., from whence he would act as radio man on a trip out of Chicago, Ill. Burris had come to Cleveland to ferry to Chicago because the plane did not stop at Toledo, Ohio.

Mr. Halpin further stated that there were not many persons around the airport at the time instant plane was in Cleveland, the night being cool with a raw wind blowing; that instant plane landed at Gate # 3, and all passengers were required to leave the plane while same was being refueled; that he did not notice any one near the plane other than the refueling crew and stated that it is the rule that no one is allowed outside of the gate or the enclosure except the crews, pilots, and persons officially connected with the airport.

It is stated that the planes land in the flying field and taxi up to the gate from which passengers are to leave or enter the planes. There is a wire fence separating the flying field from the airport building and this wire fence encloses a space approximately 100 feet square in front of the airport building, the fence being attached to either side of the building so that no person may come into the enclosure except through the airport building or from the flying field. At night this enclosure is well lighted.

W. F. Schmitt, Station Manager, exhibited record of arrival and departure of instant plane on the night of October 10, 1933, which indicated that same arrived at 7:42 P.M., and departed at 7:57 P.M. on trip # 23, and was carrying one pound of express; that he was in the United Air Lines hanger when instant plane arrived and does not recall whether he saw the passengers unload or not, but recalls that he and Ralph Crossbitch, Assistant Station Manager, went out to the plane to watch it being serviced and remained there while the plane was serviced and saw the passengers get into the plane; that he has no recollection of seeing Smith get on the plane with the packet under his arm and in fact paid slight attention to the passengers.

Mr. Schmitt exhibited a plane similar to instant ship which was in the hanger and pointed out the compartment for blankets, the washroom and the net rack for parcels, which is described as a net over the

head or rather at the top to the side of each passenger's head, the net being approximately two feet in length and one foot in depth, and has a small pillow in each end of the net. The net when not carrying parcels fits practically parallel to the inside of the plane and any packages placed in the net would fit rather snugly and would not have much opportunity to swing against the side of the plane and neither would it hang so low as to be in the way of any passenger.

Mr. Schmitt advised that on October 10, 1933, instant plane was serviced by A. W. Van Buren, crew chief; T. L. Kramer, radioman; and mechanics, L. J. Goebel and H. R. Reid. He further stated that all of these men are above suspicion of causing any damage to a plane and he has never had any complaints against any of them nor has he ever heard any of them, or any other mechanics express themselves in a manner as to excite suspicion that they would cause damage to a plane. He further advised that Charles Wheeler, pilot, headquarters with United Airlines, Chicago, Ill., flew trip #17 in the rear of Pilot Tarrant on instant plane pilot Wheeler leaving the Cleveland airport at 9:25 P.M.

L. J. Goebel, mechanic, advised that his employment with the United Air Lines began on June 8, 1933; that he was on the crew which serviced instant plane on the night of October 10, 1933, his duties being to unlock the front and rear compartment and to remove the pilot's bag and load the bag of the outgoing pilot; that he paid no attention to the passengers and does not believe it possible for any other than the crew members to have been near the plane when same was in Cleveland; that he is positive that he would have seen any strange person who had been near the plane. He stated that he has never heard crew chief A. W. Van Buren make any remarks which would indicate that he would damage a plane and regards Van Buren as being above suspicion. This same statement was made by mechanic Reid and radioman Kramer.

H. R. Reid, mechanic, advised that his employment with the United Air Lines began on October 2, 1933, and that his duty in servicing instant plane on the night of October 10, 1933, was to put in cylinder oil in each of the engines, which he did; that he paid no attention to the passengers and is positive he would have seen any one strange should such persons have been hanging around the ship while it was being serviced; that the gasoline was added in the ship by mate Ruby, who was killed, and the amount of gasoline used in refueling is made known to Van Buren who placed the amount of gas and oil used in the log book which accompanied the plane. Mr. Reid exhibited the gas lines and valves to agent, stating that no check is made of the gas lines or valves unless check is specifically requested by the pilot or mate flying the plane.

L. Kramer, radioman, advised that when instant plane was serviced at Cleveland on October 10, 1933, he talked to pilot Robert Dawson, the incoming pilot, to ascertain the condition of the radio, at which time Dawson stated that everything seemed to be working in good shape. Mr. Kramer then checked the radio in the ship and found same to be in good order. He had no further duty and paid no attention to the passengers of the plane. He did not notice any strangers about the plane when same was being serviced.

Albert W. Van Buren, crew chief, United Air Lines, was interviewed at his home, 16404 Laverne Ave., on October 26, 1933, he having been in the southern part of the state repairing a plane for several days. He advised that on the night of October 10, 1933, he talked to incoming pilot Dawson who reported the plane O.K. Van Buren then placed the amount of gas and oil used, in the pilot's log book and talked to radioman Burris for a few minutes concerning a plane which had been out of order at Toledo, Ohio, recently. He then took the log book through the cabin of the plane and handed same to pilot Tarrant and then adjusted the blankets about the knees of stewardess Scribner and then left the plane. No inspection of the plane was made other than the radio inspection. Mr. Van Buren stated that both mechanics Reid and Cosbl had good service records as mechanics with other air lines before coming with the United Air Lines, Reid holding a transport license as a pilot in addition to being a mechanic. Van Buren is married and has two small children. He stated that a man would have to be insane to damage a plane, as any man who had worked around planes would realize the horrible death that must result to pilot and passengers from a plane crash. He stated that Tarrant must have lived some terrible moments while instant plane was about to crash. Van Buren has been with the United Air Lines for seven years, three years at the airport in Cleveland and four years in Kansas City and prior to that time was in the United States Marine Corps for seven years. He impressed this agent as being sincere in his statement and in view of the opinion had of him by other persons interviewed, he is believed above suspicion. Van Buren stated that he did not observe the passengers on instant plane with any degree of particularity and did not observe any strangers about the plane while same was at the airport.

L. H. Smith, Pilot, United Air Lines, 4004 Riveredge Road, advised that he was flying trip # 8 from Chicago, Ill., to Cleveland, Ohio, on the night of October 10, 1933, and that Charles Wheeler was the pilot who was flying the trip behind instant plane from Cleveland to Chicago; that he, Smith, was up about 6000 feet when about five miles from McCool, Indiana, and at that time noticed a flash of fire on what he thought was

the ground, but did not think that it was a plane fire and did not know of instant plane crashing until he was so informed at Cleveland; that he has no further knowledge concerning the crash than the above information. He further stated that the strike which had been threatened by pilots and mechanics had been postponed prior to October 1, 1933 and he had not heard of any dissatisfaction among the pilots and mechanics since that time outside of the discussions that ordinarily take place among the employees as to hours and pay and states that in his opinion no pilot or mechanic would damage a plane even though the men were on a strike.

J. O. Johnson, Pilot, United Air Lines, 16808 Knadale Ave., was interviewed by telephone and advised that he was the pilot who flew instant plane from Cleveland, Ohio, to Newark, N.J., on October 10, 1933, and does not recall any trouble with the plane nor with the gas line; that if there had been anything wrong he would have noted same in the log book so that it could have been checked at Newark. However, to the best of his recollection there was nothing wrong with the plane when he landed same at Newark.

UNDEVELOPED LEADS:-

NEW YORK OFFICE: At Newark, N.J., is requested to interview pilot Wolf of the United Air Lines who is alleged to have made the remark that "if there was a strike there would be plenty of trouble."

CHICAGO OFFICE: At Chicago, Ill., is requested to interview Charles Wheeler, pilot for United Air Lines, concerning his having seen the burning of instant plane on the night of October 10, 1933.

REFERRED UPON COMPLETION TO OFFICE OF ORIGIN

JOHN EDGAR HOOVER
DIRECTOR

TFB:CSM

Division of Investigation

U. S. Department of Justice

Washington, D. C.

November 3, 1933.

Mr. Nathan...
Mr. Tolson...
Mr. Clegg...
Mr. Edwards...
Mr. Egan...
Mr. Hughes...
Mr. Quinn...
Mr. Lester...
Mr. Locke...

MEMORANDUM FOR THE DIRECTOR

Mr. Onslow of the Washington Post called to inquire concerning the story which had appeared in the Post this morning under a Chicago date line to the effect that agents of this Division were searching for a gangster upon a charge of being responsible for the airplane crash recently, in which a plane en route to Chicago apparently exploded in the air and as a result seven persons were killed.

I advised him that this story had not been given out by the Chicago Office of the Division and the Division did not know who was responsible for the story.

Respectfully,

T. F. Baughman

T. F. Baughman.

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&
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NOV 6 - 1933

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DIVISION 1	
NOV 6 1933 A. I.	
U. S. DEPARTMENT OF JUSTICE	
NATHAN	FILE

TED:CF
62-29755-16

NOV 8 1933

November 7, 1933.

Mr. Richard S. Paulett,
Chief, Enforcement Section,
Aeronautic Branch,
Department of Commerce,
Washington, D. C.

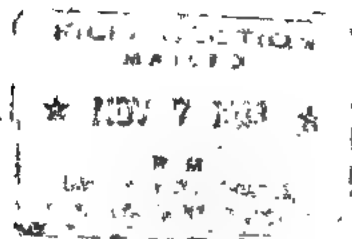
Dear Sir:

Pursuant to your request of October 25, 1933, there
is transmitted herewith a copy of the report of Special Agent
R. C. Chayman, dated at Detroit, Michigan, October 30, 1933,
in the case entitled United Air Lines Transport Plane No.
EC-13304, Miscellaneous - Airplane Crash.

Very truly yours,

Director.

Encl. #366319



Volley

W.S.

J.S.

TNS:CJ
62-29755-16

NOV 8 1933

November 7, 1933.

Special Agent in Charge,
Division of Investigation,
U. S. Department of Justice,
373 Lexington Avenue, Room 1403,
New York, New York.

RE: UNITED AIR LINES TRANSPORT
PLANE NO. NC-13304 -
Miscellaneous - Airplane Crash.

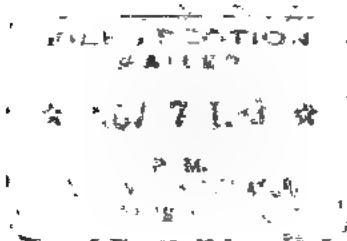
Dear Sir:

In connection with the investigation now being conducted by your office of the above matter, it is desired that in the future three copies of all investigative reports be furnished the Division.

Very truly yours,

Director.

CC - Detroit



W. H. H. H.

lm

28



U. S. Bureau of Investigation

Department of Justice

1900 Bankers Bldg.
Chicago, Illinois
November 4, 1933

Mr. Nathan.....
Mr. Tolson.....
Mr. Clegg.....
Mr. Glavin.....
Mr. Ladd.....
Mr. Nichols.....
Mr. Rosen.....
Mr. Tracy.....
Mr. Carson.....
Mr. Egan.....
Mr. Gurnea.....
Mr. Harbo.....
Mr. Hendon.....
Mr. Lester.....
Mr. Quinn.....
Mr. Nease.....
Miss Gandy.....

AIR MAIL

Director
Division of Investigation
U. S. Department of Justice
Washington, D. C.

Dear Sir:

Re: UNITED AIR LINES TRANSPORT PLANE
No. NC-13304
Miscellaneous - Airplane Crash
Chicago File 62-1691

Reference is made to telephonic conversation with Mr. Cowley of the Division yesterday, regarding publicity concerning the probable arrest of the gangster in Chicago, who was involved in the plane crash at Chesterton, Indiana, October 10, 1933. No information regarding the newspaper article emanated from the Chicago Division Office, nor does the investigation here implicate any individual, particularly. In my opinion, the newspaper article is without facts. Newspaper clipping, taken from page 2 of the Chicago Tribune, dated November 3, 1933, is attached hereto:

Mr. Percy Wood of the Chicago Tribune inquired of the writer yesterday regarding a follow-up story concerning the newspaper account in question, at which time he was advised the writer had no statement to make until inquiry was made regarding the sources of the information previously published.

Mr. Wood stated he did not edit the article, however, he indicated that the first information was received on a tip from the Washington Bureau of the Tribune.

Very truly yours,

H. D. Smith

D. O. SMITH, Acting,
Special Agent in Charge

DOS/dr
Att.

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NOV 9 1933

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DIVISION OF INVESTIGATION	
NOV 6 1933 A.M.	
DEPT. OF JUSTICE	
DIRECTOR	FILE 6

EXCERPT FROM CHICAGO TRIBUNE,
11/3/33, (Friday)

HUNT GANGSTER OR MURDER OF SEVEN IN PLANE

Hold Ship Was Wrecked by Hidden Explosive

Agents of the department of justice, it was learned yesterday, expect soon to arrest a gangster and charge him with the murder of the seven persons killed Oct. 10 when a transcontinental air liner crashed near Chesterton, Ind., after it had exploded in the air. The identity of the gangster was not disclosed.

It is believed that the man who is being sought, riding as a passenger in the plane on a previous trip, left an explosive, possibly in the form of a bomb, on board.

The agents do not hold, however, that this was done with malicious intent. They theorize that the man feared he would be searched at the end of his journey and to get rid of incriminating evidence hid the explosive. He could have done this by laying the explosive on a pile of blankets kept in a closet inside the plane toilet, it was pointed out.

Blankets Act as Cushion

Cushioned by the blankets, it was explained, the explosive might have gone safely through a number of landings. In warm weather there is no call for blankets and the closet was not inspected regularly. The theory of the actual explosion is that the bomb finally became displaced from its cushion by an air bump, set off when it struck the men of the compartment.

Another theory is that the explosive might have been dislodged and set off when one or more passengers went to the compartment to get blankets, the night having turned cool. This theory is supported by the fact that the bodies of two of the victims were found a mile from the wreckage of the cabin of the plane.

In an effort to trace the identity of the owner of the explosive, the agents have examined all the passenger lists of the ship for weeks before the accident. Melvin H. Purvis, chief of the Chicago office of the bureau of investigation, department of justice, and J. Edgar Hoover, the head of the bureau, have been cooperating in this work.

Assert Blast Caused Crash

The fact that an explosion caused the plane disaster was officially established by inspectors from the department of commerce. Pieces of the wrecked ship were taken to Dr. C. W. Mueselberger, coroner's chemist and members of the staff of the crime detection laboratory of Northwestern university. He asserted that a blast was the cause. Later this finding was confirmed by experts of the army ordnance department, who examined the wreckage of the whole plane.

Since the crash the department of commerce has ordered that all compartments in all planes in regular passenger service be examined after each landing, to make sure there will be no

62-29555-18

JEN:203

October 12, 1933.

MEMORANDUM FOR MR. LUCAS

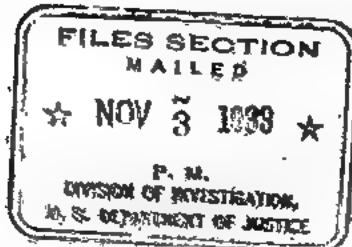
Mr. Stanley and Mr. Bruce ~~Tracy~~ called at the office on October 12 concerning the possible bombing of the airplane of the United Air Lines. Mr. Stanley left with me the attached pencil memorandum which he stated he believed gave the citation of Federal Statutes which might be the basis for our jurisdiction in this investigation. I merely wanted to have this made as a matter of record.

Please keep in contact with this investigation and have it brought to a conclusion as soon as possible.

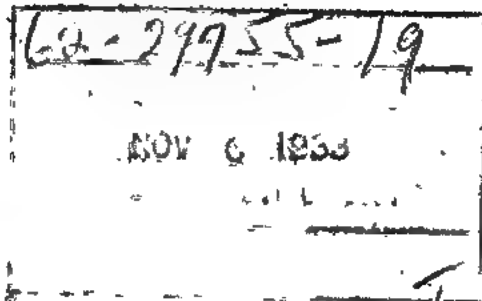
Very truly yours,

Director.

3 Incl.



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(Pencil Notation)

Title 49 - 171 - Air Commerce Act.

Title 18 - 88 - Conspiracy.

Explosives (382
(385

216 Fed. 13

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USCA-

Title 49-171 - air Commerce
act
Title ~~18-88~~ = Conspiracy

Explosives { 382-
385-

216 Fed 13

62-29755-19

DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH
WASHINGTON

October 25, 1933.

Mr. Nathan.....
Mr. Tolson.....
Mr. Clegg.....
Mr. Edwards.....
Mr. Egan.....
Mr. Hughes.....
Mr. Quinn.....
Mr. Lester.....
Mr. Locke.....

Bureau of Investigation,
Department of Justice,
Washington, D. C.

Gentlemen:

Under the provisions of the Air Commerce Act of 1926, this Department is charged with the duty of investigating all accidents in civil aeronautics in the United States.

In the investigation of an accident on United Airlines at Chesterton, Indiana, on October 11, 1933, it appeared that the wrecking of the Boeing aircraft number NC-13304 might have been due to a high explosive set off either accidentally or intentionally in the rear of the cabin.

Investigators of your Department are working on the high explosive phase of this accident and it would be appreciated if we could receive such reports on their investigation as may be supplied consistent with your policy in such matters. This material will be of great assistance to us in clearing up our investigation of this case.

Very truly yours,

Richard S. Paulett

Richard S. Paulett,
Chief, Enforcement Section.

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NOV 8 1933

62-29755-20	
DIVISION OF INVESTIGATION	
NOV 6 1933 A.M.	
U. S. DEPARTMENT OF JUSTICE	
FILE	

JOHN EDGAR HOOVER
DIRECTOR

Division of Investigation

U. S. Department of Justice

Washington, D. C.

November 1, 1933.

VWH:DSS

Mr. Nathan.....
Mr. Tolson.....
Mr. Clegg.....
Mr. Edwards.....
Mr. Egan.....
Mr. Hughes.....
Mr. Quinn.....
Mr. Lester.....
Mr. Locke.....

MEMORANDUM FOR THE DIRECTOR:

Mr. Onslow, of the Washington Post, was referred to me by Miss Stephens. Mr. Onslow wanted to know what the result of the investigation of the aeroplane accident in Indiana was. I told him I was not at liberty to disclose the information in the reports and that so far as I knew the investigation had not been completed.

He also stated that he had noted an Associated Press story a short time ago to the effect that newspaper advertisements had been written in Oklahoma City of a sort of a cryptic character but which indicated that perhaps the Urschels or their attorneys were negotiating with someone to obtain the remainder of the ransom money. I told him I have absolutely no knowledge of that matter; that it was entirely possible, of course, that the Urschels would endeavor to recover the remaining sum of money and that it would not at all be necessary for them to communicate with this Division concerning that action.

Respectfully,

V. W. Hughes
V. W. Hughes.

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NOV 7 - 1933

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NOV 6 1933	
U. S. DEPT. OF JUSTICE	
Unit One	

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*United Air Lines
Interview*

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TIC:GAT
62-29755-20

November 3, 1933.

RECORDED

NOV 8 1933

Mr. Richard S. Paulett,
Chief, Enforcement Section,
Aeronautics Branch,
Department of Commerce,
Washington, D. C.

NOV 8 1933 PM

Dear Sir:

In reply to your letter dated October 25, 1933, requesting copies of the investigative reports prepared by this Division concerning the recent aeroplane accident on the United Air Lines at Chesterton, Indiana, there are transmitted herewith copies of the following reports:

- Letter addressed to the Director, Division of Investigation, from Special Agent in Charge T. F. Callen, New York City, dated October 12, 1933;
- Report of Special Agent J. J. Keating, Chicago, Illinois, dated October 14, 1933;
- Report of Special Agent H. W. Kago, New York City, dated October 20, 1933.

I desire to take this opportunity to thank you for the splendid assistance and cooperation rendered by your Inspectors to the Agents of this Division in conducting their investigation in this matter.

Very truly yours,

Director.

Encl. 366134

NOV 3 1933

111

DIVISION OF INVESTIGATION.

From: UNIT #1

Room 418

1933

To:

☐ Director
☐ Mr. Nathan
☐ Mr. Tolson
☐ Mr. Clegg
☐ Mr. Edwards
☐ Unit Two
☐ Unit Four
☒ Files Section
☐ Personnel Files Section
☐ Equipment Section
☐ Chief Clerk's Office
☐ Unit Five
☐ Identification Unit
☐ Statistical Section
☐ Mr. Appel
☐ Mr. Baughman
☐ Mr. Cowley
☐ Mr. Kelliher
☐ Mr. Little
☐ Mr. Newby
☐ Mr. Stapleton
☐ Miss Gandy
☐ Washington Field Office
☒ Stenographic Pool
☐ Correct
☐ Re-write
☐ Re-date

Bring file
62-29755
VHS
V. W. Hughes
Room 418.

FOR ATTENTION OR ACTION AS INDICATED

DATE

DIRECTOR
MR. TOLSON
MR. APPEL
MR. BAUGHMAN
MR. CLEGG
MR. EGAN
MR. HUGHES
MISS GANDY
MISS SKILLMAN

UNIT FOUR

FILES SECTION
PERSONNEL FILES SECTION
EQUIPMENT SECTION
CHIEF CLERK'S OFFICE

UNIT FIVE

IDENTIFICATION SECTION
STATISTICAL SECTION
STENOGRAPHIC POOL
CORRECT
RE-WRITE
RE-DATE

Mr. Stapleton



PLEASE SEE ME

HAROLD NATHAN
ROOM 318

JOHN EDGAR HOOVER
DIRECTOR

Division of Investigation

U. S. Department of Justice
Washington, D. C.

November 6, 1933.

SPC:DSS

Mr. Nathan.....
Mr. Tolson.....
Mr. Clegg.....
Mr. Edwards.....
Mr. Egan.....
Mr. Hughes.....
Mr. Quinn.....
Mr. Lester.....
Mr. Locke.....

MEMORANDUM FOR THE DIRECTOR.

The writer called the Chicago office and inquired relative to the clipping from the Washington Star which indicates that the Chicago Tribune may have some information in connection with the aeroplane crash. Mr. Purvis stated that Agent Smith had talked to Mr. Wood, a reporter for the Tribune, who advised that he did not know where the information came from but thought it came from the Washington Bureau of the Tribune. Mr. Purvis states that he believes it is a manufactured story, but will look further into the matter and advise the Division.

Respectfully,

S. P. Cowley
S. P. Cowley *DS*

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NOV 8 - 1933

62-29755-22	
NOV 7 1933	
U. S. DEPT. OF JUSTICE	RECEIVED
Mail Box	E

JOHN EDGAR HOOVER
DIRECTOR

SPC:DSS

Division of Investigation

U. S. Department of Justice

Washington, D. C.

November 3, 1933.

Mr. Nathan	.....
Mr. Tolson	.....
Mr. Clegg	.....
Mr. Edwards	.....
Mr. Egan	.....
Mr. Hughes	.....
Mr. Quinn	.....
Mr. Lester	.....
Mr. Locke	.....

MEMORANDUM FOR THE DIRECTOR.

The Chicago office was called relative to the aeroplane crash and any suspects in connection therewith. He stated that he knew nothing about it; that an Associated Press representative called him last night; that he told him he knew nothing about it and had no such information; that subsequent to that time several newspapers had called; that they have no suspects and have denied it to the newspapers. Mr. Smith was requested to endeavor to ascertain the source of the information and advise the Division.

Respectfully,

S. P. Cowley
S. P. Cowley, D.S.

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NOV 8 - 1933

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NOV 7 1933	
U. S. DEPT. OF JUSTICE	
Unit One	FILE

JOHN EDGAR HOOVER
DIRECTOR

VWH:DSS

Division of Investigation

U. S. Department of Justice

Washington, D. C.

November 6, 1933.

Mr. Nathan.....
Mr. Tolson.....
Mr. Clegg.....
Mr. Edwards.....
Mr. Egan.....
Mr. Hughes.....
Mr. Quinn.....
Mr. Lester.....
Mr. Locke.....

MEMORANDUM FOR THE DIRECTOR.

Mr. ~~X~~Onslow, of the ~~X~~Washington Post, called to inquire if we had anything to give out concerning the investigation of the aeroplane accident in Indiana.

I told him there was no change in the matter so far as I knew.

Respectfully,

V. W. Hughes

V. W. Hughes.

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62-29755-24

DIV. OF INVESTIGATION

NOV 8 1933

U. S. DEPT. OF JUSTICE

See One

Original in Division

DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH
WASHINGTON

November 7, 1933.

Mr. Nathan	
Mr. Tolson	
Mr. Clegg	
Mr. Egan	
Mr. Glavin	
Mr. Ladd	
Mr. Nichols	
Mr. Rosen	
Mr. Tracy	
Mr. Carson	
Mr. Coffey	
Mr. Hendon	
Mr. Jones	
Mr. Quinn	
Mr. Nease	
Miss Gandy	

Mr. J. Edgar Hoover, Director,
Division of Investigation,
U. S. Department of Justice,
Washington, D. C.

Dear Sir:

This will acknowledge receipt of your letter of November 3rd enclosing copies of reports made by your Agents in the matter of the investigation of the airplane accident on United Airlines at Chesterton, Indiana.

This material will prove to be very valuable for our files and I wish to express our appreciation for it.

We are glad that the Department of Commerce Inspectors have been able to be of assistance to your Agents in investigating this case and hope that you will not hesitate to call either on the Inspectors or on the Washington Office in the event you feel that we can be of further assistance.

Very truly yours,

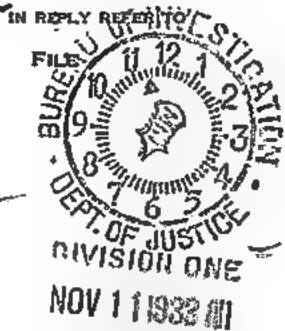
Richard S. Paulett

Richard S. Paulett,
Chief, Enforcement Section.

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NOV 15 1933

62-29755-25	
DIVISION OF INVESTIGATION	
NOV 9 1933	
U. S. DEPARTMENT OF COMMERCE	
DIRECTOR	FILE



DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH
WASHINGTON

November 8, 1933.

Mr. John Edgar Hoover, Director,
Division of Investigation,
U. S. Department of Justice,
Washington, D. C.

Dear Sir:

This will acknowledge receipt of your letter of
November 7th enclosing a copy of the report of Special Agent
R. C. Chapman, dated at Detroit, Michigan; October 30, 1933,
in the case of United Air Lines Transport Plane No. NC-13304.

Your cooperation in forwarding this report is very
much appreciated.

Very truly yours,

Richard S. Paulett

Richard S. Paulett;
Chief, Enforcement Section.

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NOV 11 1933

62-29755-26	
DIVISION OF INVESTIGATION	
NOV 10 1933	
U. S. DEPT. OF JUSTICE	
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U. S. Bureau of Investigation

Department of Justice
1900 Bankers Building,
Chicago, Illinois.

Mr. Nathan.....
Mr. Tolson.....
Mr. Clegg.....
Mr. Edwards.....
Mr. Egan.....
Mr. Hughes.....
Mr. Quinn.....
Mr. Lester.....
Mr. Locke.....

November 9, 1933.

Director,
Division of Investigation,
U. S. Department of Justice,
Washington, D. C.

RECORDED
&
INDEXED

NOV 15 1933

NOV. 11 1933 A.M.

DIRECTOR
NATHAN
UNIT 5
FILE

Dear Sir:

Reference is made to my conversation with Mr. Cowley of the Division, concerning a newspaper item to the effect that the Division of Investigation expected to cause the arrest of an individual and to have a murder charge placed against him within a short time, in connection with the crash of the Transcontinental Air Liner near Chesterton, Indiana, on October 10th. I am attaching, hereto, the item in this connection, as it appeared in the Chicago Daily Tribune.

I have contacted Mr. Percy Wood of the Tribune, who is the reporter who generally contacts this office. Mr. Wood has informed that he does not know where this information came from and he has subsequently advised me that he endeavored to learn the source and was still unable to do so. He added, however, that in the event he learned the name of the informant in this matter, that he would not be able to furnish me with his name, in view of the fact that it would undoubtedly cut off a source of information for his newspaper. I made every effort to obtain this information from Mr. Wood, but he insisted that he had been unable to obtain it. While we were discussing this matter he mentioned the fact that during the first few days after this crash occurred, a newspaper reporter from the Tribune had called me, indicating that he had certain information which he would like to impart to the Division of Investigation, on condition that he be allowed to accompany the Agent following out the lead resulting from his information. I, of course, told this reporter that I would be very glad to receive the information, but that I could not allow him to accompany any Agent on any investigation. He, therefore, declined to furnish the information. I later learned that the information consisted of possible leads concerning some relatives of Mr. Smith, who was killed in the aeroplane crash, and apparently nothing important has been developed by the Tribune, at least nothing of which the Division has not been informed.

With further reference to the possible arrest of some gangster and the placing of a murder charge against him, I am inclined to the belief that

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United Civil Service

this story might possibly have been made by the newspaper. Mr. Wood stated to me that it was his personal opinion that it came from someone in Washington who was working with the Department of Justice on the case.

This is all of the information I have been able to obtain concerning this matter up to the present time, but I will continue my efforts to learn any additional information and advise you promptly upon receipt of same.

Very truly yours,



M. H. PURVIS,
Special Agent in Charge.

MHP/RMT
Enc.

HUNT GANGSTER FOR MURDER OF SEVEN IN PLANE

Hold Ship Was Wrecked by Hidden Explosive

Agents of the department of justice, it was learned yesterday, expect soon to arrest a gangster and charge him with the murder of the seven persons killed Oct. 10 when a transcontinental air liner crashed near Chesterton, Ind., after it had exploded in the air. The identity of the gangster was not disclosed.

It is believed that the man who is being sought, hiding as a passenger in the plane on a previous trip, left an explosive, possibly in the form of a bomb, on board.

The agents do not hold, however, that this was done with malicious intent. They theorize that the man feared he would be searched at the end of his journey and, to get rid of incriminating evidence, hid the explosive. He could have done this by laying the explosive on a pile of blankets in a closet inside the plane to which it was pointed out.

Blankets Act as Cushion

Cushioned by the blankets, it was explained, the explosive might have gone safely through a number of landings. In warm weather there is no call for blankets and the closet was not inspected regularly. The theory of the actual explosion is that the bomb finally became displaced from its cushion by an air bump and was set off when it struck the metal side of the compartment.

Another theory is that the explosive might have been dislodged and set off when one or more passengers went to the compartment to get blankets the night having turned cool. This theory is supported by the fact that the bodies of two of the victims were found a mile from the wreckage of the cabin of the plane.

In an effort to trace the identity of the owner of the explosive, the agents have examined all the passenger lists of the ship for weeks before the accident. Malvin H. Purvis, chief of the Chicago office of the bureau of investigation, department of justice, and J. Edgar Hoover, the head of the bureau, have been cooperating in this work.

Assert Blast Caused Crash

The fact that an explosion caused the plane disaster was officially established by inspectors from the department of commerce. Pieces of the wrecked ship were taken to Dr. C. W. Muehlberger, coroner's chemist, and members of the staff of the crime detection laboratory of Northwestern University. He asserted that a blast was the cause. Later this finding was confirmed by experts of the army ordnance department, who examined the wreckage of the whole plane.

Since the crash the department of commerce has ordered that all compartments in all planes in regular passenger service be examined after each landing to make sure there will be no recurrence of such an accident.

Chicago Daily Tribune
11-3-33

62-29755-27

VERLON

NOVEMBER 13 1933

M H POWERS
DIVISION OF INVESTIGATION
U S DEPARTMENT OF JUSTICE
1900 BANKERS' BUILDING
CHICAGO ILLINOIS

IMMEDIATELY SUBMIT CLOSING AND CUMULATIVE REPORT UNITED AIR LINES TRANSPORT

CRASH CASE

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NOV 14 1933	
	FILE

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT

CHICAGO, ILLINOIS

FILE NO. 62-1691-

REPORT MADE AT: CHICAGO, ILL.	DATE WHEN MADE: 11/14/33	PERIOD FOR WHICH MADE: 11/14/33	REPORT MADE BY: J. J. KEATING
TITLE: UNKNOWN SUBJECTS			CHARACTER OF CASE: CRASH OF UNITED AIR LINES TRANSPORT PLANE NO. 10-18204.

SYNOPSIS OF FACTS:

Consensus of opinion of experts and parties who saw the crash indicated that an explosion, cause of which is unknown, occurred in the plane prior to the crash. Emil Smith, passenger, apparently was a reputable citizen. No evidence obtained which might prove sabotage or illegal transportation of explosives in interstate commerce. Case closed by instruction of Director.

-6-

REFERENCE: Report of Special Agent J. J. Keating, Chicago, Illinois, dated October 14, 1933. Division Wire, 11/13/33.

DETAILS: At Chicago, Illinois

D. P. Colyer, Vice President, United Air Lines, office - La Salle-Wacker Building, 221 North La Salle Street, Chicago, Illinois, and W. A. Patterson, vice President, United Air Lines, recently called at the Chicago Division Office and advised that Mr. James Russell, explosive expert of the Dupont Company, Wilmington, Delaware, had examined the fragments of the plane in question, which were turned over to the United Air Lines by the Chicago Division Office, and he made an analysis of these fragments and rendered a decision that the damage was done by some high explosive in the plane.

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APPROVED AND FORWARDED: 	SPECIAL AGENT IN CHARGE	62-21755-29	RECORDED AND INDEXED
COPIES OF THIS REPORT FURNISHED TO: 3-Division 2-New York 2-Chicago		UNITED STATES NOV 15 1933 PM	CHECKED OFF: NOV 22 1933
BUREAU OF INVESTIGATION ROUTED TO:		FILE	
AIR MAIL - SPECIAL DELIVERY TO DIVISION			

Mr. Colyer further advised that their competitors are: The American Airways; Trans-Continental Western Airways; and the Pan American Airways. Colyer turned over to the Chicago Division Office, a report of conversation regarding the crash of the plane in question, as told by Homer J. [redacted], Portland District Traffic Manager of the United Air Lines. The memorandum is typewritten and is as follows:-

"On approximately August 12, Miss Rosemary Stratton, who is an agent for the Foster Travel Bureau in the Benson Hotel, Portland, Oregon, made reservations for two people, Portland to New York, leaving Portland on Trip 6 of August 17. She would not divulge the names of either of the passengers, stating that neither of them wished anyone to know that they were traveling together. Previous to the time these men began their trip to New York, one of them, Mr. Lavin, said to Miss Stratton, that if it was known that he and Mr. Edwards were traveling to New York together, it would, no doubt, mean his neck.

Before they began their trip to New York, Miss Stratton also made reservations for Mr. Lavin and Mr. Edwards, Portland to Seattle, and return, again not giving their names until they actually began the trip.

Later, when these same two men took their trip to New York, Trip 6, August 17, they used fictitious initials and names. Mr. John J. Lavin gave his name as Mr. C. W. Lavin. Mr. W. J. Edwards gave his name as Mr. J. J. Stratton. It is easily seen that Mr. Edwards acquired Mr. Lavin's initials and Miss Stratton's name and Mr. Lavin used other initials instead of his own. Mr. Lavin traveled on a round trip ticket with the return date open.

On October 10, when the news that one of our planes had crashed at [redacted] at [redacted] Indiana, was received, Miss Stratton called me and stated that she believed there was something peculiar about the wreck and since there was an explosion in the air, it was her belief that a bomb had been used and that she knew whom it was intended for.

She would not make any further statement until the actual story came out that authorities had determined that the wreck was caused by an internal explosion. Miss Stratton called me again, confirming, of course, her belief in the explosion, and said that she believed it was intended for Mr. Lavin. A day later, Mr. Lavin came into the Benson Hotel and immediately told Miss Stratton that he was certainly glad to be back in Portland since

he had had a reservation on the ill-fated plane and had not used it, but had taken the next plane following. He came through to Portland on that schedule.

We, of course, discussed this for some little while, and naturally it was our desire to get more information. Miss Stratton again arranged for rail tickets for Mr. and Mrs. Lavin, Portland to San Francisco and promised that she would get all the information she could at the time she delivered these tickets.

Later, she called me and said that she had talked to Mr. Lavin and asked him what he thought about it. Mr. Lavin stated that he was convinced that the ship was blown up by a bomb. She said: 'Are you sure that that bomb was not intended for you?' He said: 'Where did you get the idea that I was such a big man that anyone would try to blow me up?' She said: 'You were apparently the biggest man either aboard the ship or one who had intended to take the plane.' He laughed and said: 'I still think it was a bomb.'

I might explain at this point that Mr. Lavin holds a position of great responsibility. He represents the Chinese Government in the purchase of the American wheat which is to be purchased with the money loaned to China by the Reconstruction Finance Corporation. Mr. W. J. Edwards is a representative of Norton Lilly Company, very large steamship agents and a steamship charter firm. Their main office address is 26 Beaver Street, New York City.

The whole thing revolves around the fact that Norton Lilly Company is apparently trying to get either all, or the greatest majority of the haul on a charter or steamship basis from north-western ports to China and Mr. Lavin is apparently attempting to throw this haul in their direction.

In checking back over the passenger manifest out of Portland on trip 6 of August 17, we find that Mr. Howard Lilly of the firm Norton Lilly and Company, boarded this same plane at Seattle, and went through to New York with Mr. Lavin and Mr. Edwards.

After Mr. Lavin had left Portland for San Francisco on the train, Mr. Edwards came in from San Francisco on the train and Miss Stratton asked him what he thought about the situation.

He, without any further remark, simply stated that it was his belief that it was a bomb that blew up the ship and that she might rest assured that that bomb was intended for either Mr. Lavin or himself. He also stated that he and Mr. Lavin would never travel together again.

Mr. Edwards travels over the United States for Norton-Lilly Company and operates out of the New York Office. I am not positive as to where Mr. Lavin's headquarters are, but I believe they are in Washington, D. C. However, since practically all of this wheat will be purchased in the Northwest, and all of it will move out of Portland and Seattle ports, he is spending the large majority of his time on the Pacific Coast. I believe that at the moment, he can be located in San Francisco. I do not know at what address."

Mr. Maloney, a reporter of the Chicago Tribune Staff, Chicago, Illinois, recently informed Special Agent in Charge M. H. Purvis, of the Chicago Office, that Emil Smith, who was killed in the instant airplane, had made a trip to New York City, which involved a rum boat; that Smith had made the remark "if this deal went through he would be fixed for life." Maloney, however, refused to give the name of his informant to Mr. Purvis.

The officials of the United Air Lines advised further that Emil Smith had some trouble with a woman, named Nellie Halston, who resides at 5045 Winnemac Avenue, Chicago, Illinois; that Smith left Cleveland, Ohio for New York City on October 6, 1933, over the United Air Lines; that he had a Ten Thousand Dollar Insurance Policy with the Air Lines Company and that he took out an additional \$5,000.00 insurance in New York City at the Roosevelt Hotel.

Investigation by the Chicago Division Office indicates that Smith was a reputable citizen. There was no evidence found which would link him with any gang.

Mr. B. M. Jacobs, Air Line Inspector, Aeronautics Branch, Department of Commerce, Washington, D. C., personally appeared at the Chicago Division Office on November 7, 1933 and advised Special Agent D. O. Smith that he had just returned from Washington, where he had tests

made at the Bureau of Standards and Ordnance Department, of certain parts of the plane and blankets found after the crash; that after an analysis was made he had concluded that an explosion occurred in the plane prior to the crash; however, he has not received an official report from the Bureau of Standards or Ordnance Department, as yet. This he expects to obtain within the next ten days or two weeks. Mr. Jacobs can be reached through the Municipal Airport while in Chicago, telephone prospect 7066.

A letter was received recently by the Chicago Division Office from Mr. Arturo G. de Saenzon, written on the stationery of the Argentine-American, Incorporated, Exporters and Importers, Citizens Building, Cleveland, Ohio, in which the writer states, as follows:

"Just an opinion - the study of astronomy teaches us that meteorites fall daily by millions. If we consider the possibilities of a hit to a moving body as an airplane, the chances are one in a million, however, the fatal one still among the law of probabilities.

These bodies travelling in the upper space at velocities approaching 30 miles per second in reaching the atmosphere are heated by friction to about 3500 degrees C., melting in its trajectory and many exploded, causing tremendous convulsion of the air.

If there is not a criminal hand in the 'affair', I do believe the crash should be study for the angle of probabilities of a meteorite hitting the plane."

The United Air Lines turned over to the Chicago Division Office, the history of the airplane in question, showing the different crews, flights made and record of reports made by the pilot personnel and the work performed on the plane by the ground crews; also, a record of the passengers who were carried on this plane from October 1st to October 10, 1933. As a matter of brevity, these particular records are not being incorporated in this report, but will be found in the file of this case at the Chicago Division Office.

Under date of October 17, 1933, Carl M. Davis, Coroner of Porter County, Indiana, rendered coroner's inquest report, in which he states he examined the bodies of the persons who met their deaths in this airplane crash and after having heard the evidence, found that the deceased came to their deaths from the following causes:

Mr. Harold R. Tarrant, Chief Pilot; skull fracture, internal injuries, many fractures, burnt left shoulder.

Mr. A. T. Ruby, Co-pilot; crushed and burnt; many fractures.

Miss Alice Thersia Scribner, Plane Stewardess; head crushed and burnt body - age 26 years.

Mr. H. R. (Warren) Burris, Radio Service Employee of United Air Lines; skull fracture, neck fractured, back and chest crushed, many fractures.

Mr. Frederick (Irving) Schendorf, Manager of the Apartments Division of R. Cooper, Jr., Inc., (electric refrigerators); skull fractured, compound fracture of left hip, internal injuries, body burnt, age 28 years.

Miss Dorothy M. Dwyer, daughter M. Francis Dwyer, 67 Mount Vernon Street, Arlington, Mass., age 25 years, crushed head, internal injuries and burnt body.

Mr. Emil Smith, 911 Argyle Ave., Chicago, Ill., brother of Chas. Smith, 5100 Argyle Street, Chicago, Illinois, age 45 years; crushed face and head, skull fracture, internal injuries, many fractures.

The verdict of the Coroner was that all the above deaths were caused by an explosion in a United Air Lines airplane. The Coroner's Report may also be found in the Chicago Division Office file of this case.

A summary report on this case is being submitted this date. On instructions of the Director contained in wire to the Chicago Division Office, dated November 13, 1933, this case is being closed.

CLOSED.

JOHN EDGAR HOOVER
DIRECTOR

Division of Investigation

U. S. Department of Justice
Washington, D. C.

TNS:LL
62-29755

November 17, 1933.

Mr. Nathan.....
Mr. Tolson.....
Mr. Clegg.....
Mr. Edwards.....
Mr. Egan.....
Mr. Hughes.....
Mr. Quinn.....
Mr. Lester.....
Mr. Locke.....

MEMORANDUM FOR THE DIRECTOR.

Passenger Plane No. NC-13304 of the United Air Lines, left Newark, New Jersey Airport, at 4:33 P. M., October 10, 1933, and crashed near Chesterton, Indiana about 8:30 P. M. on the same date, causing the death of all seven occupants of the plane, namely, Pilot Richard H. Tarrant, Oak Park, Illinois; Co-pilot A. T. Ruby, Oak Park, Illinois; Miss Alice Scribner, Chicago, Illinois; Fred Schendorf, Chicago, Illinois; Emil Smith, Chicago, Illinois; Warren F. Burris, Columbus, Ohio; and Miss Dorothy M. Dwyer, Arlington, Massachusetts.

Upon receipt of information that the crash might have been caused by a bomb being placed in the plane, the Department requested the Division of Investigation to conduct an investigation.

Numerous theories were expounded as to the cause of the crash of this plane, namely (1) That some passenger was carrying a high explosive on his person or in his baggage; (2) That some person with malicious intent placed a time bomb on the plane; (3) That the crash might have been caused by a tail flutter or by gasoline escaping from the side lines and flowing along the metal body of the plane to the rear section, where it obtained a mixture of oil and was exploded by ignition or friction; (4) Moth balls in the gas tanks; and (5) The possibility of being hit by a meteorite.

Numerous persons in the vicinity of the crash were interviewed, and the opinions expressed seemed to be in conflict as to the details immediately preceding the crash. However, the majority reported that there was a violent explosion which sounded like a bomb, and that immediately the plane shot toward the earth at a terrific speed; that after striking the ground, flames shot high in the air. Some of those interviewed stated that when the explosion first occurred it shook the ground; also, that the plane appeared to be on fire before it crashed. Others were of the opinion that the plane did not burst into flames until after it had reached the ground.

Numerous pieces of the plane were collected which were pierced by small holes. This material was submitted to Dr. C. W. Muehlberger, Crime Detection Laboratory, Northwestern University, Chicago, Illinois, A. M. who reported, after an examination, that there appeared to be no doubt that prior to the crashing of the plane there was a violent explosion.

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Page 2,
Memo. for the Director,
November 17, 1933.

in the rear portion of the plane; that this explosion was produced by a "high explosive" of the type of nitroglycerin, dynamite of high percentage strength, TNT, or some similar substance; that the explosion occurred either in the upper rear portion of the lavatory compartment or the fore part of the blanket compartment, which is built into the rear of the upper lavatory section; that the fact the explosive was the "high explosive" type rather than the "low explosive" type is proven by the numerous holes made in Dural structure by flying particles of Dural and by the type of damage done to blankets, clothing and baggage, which apparently was located in the rear baggage compartment; that these holes were made by projectiles traveling at very high velocity, such as would be propelled by the shattering force of a high explosive, rather than by the slow push of a low explosive.

Mr. James Russell, Explosive Expert, Dupont Powder Company, Wilmington, Delaware, also examined fragments of the plane, which included a blanket, and reported that the indications were that the damage was done by some high explosive in the plane.

The investigation disclosed that Emil Smith, a passenger, boarded the plane at Newark, New Jersey, carrying a suspicious package under his seat. On its fatal trip, the plane stopped at Cleveland, Ohio to be refueled, at which time Smith was seen to take a package from a rack over his head and carry the plane, carrying the package. During the fifteen or twenty minutes which it took to refuel the plane at Cleveland, Smith stood around the plane with this package under his arm. The package was described as being about the length of an ordinary shoe, about 5 inches in diameter, and wrapped in light brown paper. There were reports that this package might have contained some high explosive. However, the investigation conducted by the Division of Investigation disclosed nothing to indicate that Smith had any connection with the explosion, and was a man of good reputation.

There was evidence of a strike agitated by the company's pilots and co-pilots union at Cleveland, Ohio, during the last week of September and the first week of October. However, the matter was apparently temporarily settled on or about October 1, 1933. The mechanics at the Newark Airport were not involved in this contemplated strike.

A thorough inspection was given the ship prior to its departure at Newark, New Jersey, and no defects were reported. There was one express package stored in the rear mail compartment, which was taken off at Cleveland, Ohio.

Every employee of the United Air Lines who had made any inspection or had any connection with this plane in any way for one week prior to the crash, was interviewed, and no evidence was obtained to indicate sabotage or the illegal carrying of explosives in interstate commerce.

Page 3,
Memo. for the Director,
November 17, 1933.

Experts, and parties who saw the plane crash, are of the opinion that an explosion of an unknown origin occurred in the plane prior to the crash. There is a possibility, according to the experts, that the explosion could have been caused from gas vapors.

Respectfully,

A handwritten signature in cursive script, appearing to read "T. N. Stapleton".

T. N. Stapleton.

DIVISION OF INVESTIGATION --
UNITED STATES DEPARTMENT OF JUSTICE,

Form No. 3

THIS CASE ORIGINATED AT

CHICAGO, ILLINOIS

FILE NO. 62-1691

REPORT MADE AT Chicago, Illinois	DATE WHEN MADE 11/14/33	PERIOD FOR WHICH MADE 11/14/33	REPORT MADE BY J. J. KEATING T.H.
TITLE UNKNOWN SUBJECTS			CHARACTER OF CASE CRASH OF UNITED AIR LINES TRANSPORT PLANE NO. NC-13304

SUMMARY REPORT

United Air Lines Plane NC-13304 left Newark, N.J. Airport, 4:33 P.M., October 10, 1933 and crashed near Chesterton, Indiana about 8:30 P.M., causing the death of all seven occupants of the plane; namely, Pilot Richard H. Tarrant, Oak Park, Illinois; Co-pilot A. T. Ruby, Oak Park, Illinois; Miss Alice Scribner, Chicago, Illinois; Fred Schendorf, Chicago, Illinois; Emil Smith, Chicago, Illinois; Warren F. Burris, of Columbus, Ohio, and Miss Dorothy M. Dwyer, Arlington, Mass.

The officials of the United Air Lines report the circumstances indicate a high-powered explosion occurred amidship and the possibility of gas vapors accumulating aft of the cabin; that a suspicious package was taken aboard by Emil Smith, a passenger who boarded the plane at Newark, N.J.; however, there was nothing to indicate that Smith had any connection with the explosion. Investigation determined that Smith was apparently a reputable citizen.

There was evidence of a strike agitated by the company's pilots and co-pilots union at Cleveland, Ohio during the last week of September and the first week of October; however, the matter was apparently temporarily settled on or about October 1, 1933. The mechanics at the Newark Airport were not involved in this contemplated strike. A thorough inspection was given the ship prior to its departure at Newark, N.J. and no defects were reported. There was one express package stored in the rear mail compartment, which was taken off at Cleveland, Ohio.

Experts and parties who saw the plane crash are of the opinion that an explosion, of an unknown origin, occurred in the plane in the air prior to the crash. There is a possibility, according to the experts, that the explosion could have been caused from gas vapors.

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APPROVED AND FORWARDED: <i>M. A. Quinn</i>	SPECIAL AGENT IN CHARGE	62-29755-30	RECORDED AND INDEXED: NOV 16 1933
COPIES OF THIS REPORT FURNISHED TO: 3-Division 3-Chicago <i>Copy to Mr. Rosen</i> 1-10-33 AIR MAIL - SPECIAL DELIVERY TO DIVISION		BUREAU OF INVESTIGATION NOV 15 1933 P.M. DEPARTMENT OF JUSTICE	CHECKED OFF: NOV 21 1933 JACKETED:
		ROUTED TO: <i>Mr. Quinn</i>	FILE <i>415</i>

The instant plane was refueled at Cleveland, Ohio, October 10, 1933 and the radio checked there being no other inspection of the plane at Cleveland. There was no check made there for possible gas leakage and there was no evidence that the plane was damaged or that explosives were placed in the plane in Cleveland, Ohio.

Passenger Emil Smith, while at Cleveland, removed a package from the net rack over his head and carried it about the airport station there under his arm. This was observed by airport officials but there was nothing suspicious noted in Smith's actions.

The tail section of the plane fell about a half mile from the scene of the crash, almost intact. The heavy vertical fin and rudder of this section were little damaged, having fallen into soft ground. The left wing fell into bank and was crumpled considerably. The right wing apparently was torn off by a tree and remained almost intact. The remainder of the body of the plane stood on edge and was almost completely extinguished by fire. One wheel was found banked against a tree and the other one nearby. One engine was found about fifteen feet from a tree and the other about forty feet distant. Apparently the plane was traveling at a rate of approximately one hundred and fifty miles per hour when it struck the ground. Apparently the cylindrical tanks contained approximately 272 gallons of gasoline when the crash occurred and it is estimated that one tank contained approximately 123 gallons, while the other contained about one hundred and fifty gallons. The tanks had been refilled at Cleveland, Ohio. The impact burst the gasoline tanks and the heat from the fire caused the air in the tires of the wheels to explode. It is thought the fire occurred after the crash. This information was obtained from farmers who were eye witnesses and who reside near Chesterton, Indiana.

The bodies of passengers Emil Smith and Warren E. Burris were found approximately one half mile from the point of the crash. The majority of the bodies which landed with the plane were badly burned. Numerous theories were expounded as to the cause of the crash of this plane, which are as follows:-

1. That some passenger was carrying a high explosive on his person or in his baggage;
2. That some person with malicious intent, placed a time bomb on the plane;
3. That the crash might have been caused by a tail flutter or by gasoline escaping from the side lines and flowing along the metal body of the plane to the rear section, where it obtained a mixture of oil and was exploded by ignition or friction.

4. Noth balls in the gas tanks.

5. The possibility of being hit by a meteorite.

The investigation developed no evidence to prove sabotage or the illegal carrying of explosives in interstate commerce. Apparently the exact cause of this catastrophe will never be definitely established.

No federal process has been issued as there is nothing to indicate a violation of any of the federal statutes.

WITNESSES

Dr. Carl M. Davis,
Coroner, Porter County,
Valparaiso, Indiana

Will testify he is the Coroner of Porter County, Indiana; that on October 10, 1933, he examined the bodies of the seven passengers in United Air Lines Plane No. NC-13304; that all of these persons met their death due to an explosion in the airplane.

Dr. C. W. Muehlberger,
Crime Detection Laboratory,
Northwestern University,
Chicago, Illinois

Will testify he completed an examination of the material involved in the airplane accident in question and that examination of the evidence leaves no doubt that prior to the crashing of the plane there was a violent explosion in the rear portion of the plane; that this explosion was produced by a "high explosive" of the type of nitroglycerin, dynamite of high percentage strength, TNT, or some similar substance; that the explosion occurred either in the upper rear portion of the lavatory compartment or the fore part of the blanket compartment, which is built into the rear of the upper lavatory section; that the fact the explosive was the "high explosive" type rather than the "low explosive" type is proven by the numerous holes made in Dural structure by flying particles of Dural and by the type of damage done to blankets, clothing and baggage, which apparently was located in the rear baggage compartment; that these holes were made by projectiles traveling at very high velocity, such as would be propelled by the shattering force of a high explosive, rather than by the slow push of a low explosive.

Dr. Huehlberger

Will further testify that gasoline-air moistures are definitely of the low explosive type; that there was no evidence of fire in material coming from the rear portion of the plane, apart from the small amount of singeing incidental to the impact of fragments of Dural traveling at extremely high velocity.

James Russell,
Explosive Expert, Dupont Powder Co.,
Wilmington, Delaware

Will testify he examined fragments of the plane which were turned over to him by the United Air Lines and that analyses of these fragments, which included a blanket, indicate that the damage was done by some high explosive in the plane.

B. M. Jacobs,
Airline Inspector,
Aeronautics Branch,
Department of Commerce,
Washington, D. C.

Will produce records of the tests made at the Bureau of Standards and Ordnance Department, Washington, D. C., of the fragments of the plane found after the crash; that from the analyses made, he concluded that an explosion occurred in the plane prior to the crash of the plane.

Joseph Graff,
Route No. 2, Chesterton, Indiana

Will testify that he lives about one hundred yards northwest of the point where the plane crashed; that on the night of the disaster, he was in his home playing cards with some other boys; that about 9:00 P.M., he heard a loud sharp report, which sounded to him like a bomb explosion; that immediately thereafter, he ran out of the house and after looking about in the air, heard the drone of an airplane motor immediately above the house and on looking up, he noted a small yellow light and a colored light, the exact color of which he could not state, which appeared to be on the plane; that the plane appeared to be circling down towards the earth at a terrific speed, at about a thirty degree angle in an easterly direction, then crashed to the earth. He will further testify there was another explosion and the plane burst into flames. He was positive the plane was not in flames until it struck

Joseph Graff

the ground; that the time intervening between the explosion in the air and the crash was less than one minute. He will further testify that it had just begun to drizzle slightly and although it was a dark night, the visibility was good; that he believes the plane had exploded in the air at a point directly above where the tail was located.

Mrs. Maude Tillotson,
Route No. 1,
Chesterton, Indiana.

Will testify that her home is about one mile west of the point where the plane crashed and approximately one hundred yards west of the place where Burris' body was found; that on the night of the disaster, she was at home with her son and a Mrs. Brown; that at approximately 9:00 P.M., they heard a loud, sharp report, which sounded like an explosion; that she ran to the rear of her home, looked outside and not seeing anything, returned to the house and ran to the front of her home and after arriving there, she heard a cracking noise, like that of limbs breaking and immediately thereafter heard a crash and saw flames shoot high in the air. She will further testify she believes the plane exploded immediately above the point where the bodies of Smith and Burris were found; that her son, Johnny Tillotson, immediately telephoned the Sheriff's office at Valparaiso, Indiana.

Clarence Link,
Route No. 1,
Valparaiso, Indiana

Will testify he was outside of his home between the henhouse and the barn, at approximately 9:00 P.M.; that he heard an explosion in the air but did not see any flash and did not see the plane fall, although after he heard the explosion, he heard the drone of the motor of the plane. He will further testify he saw the flames leap into the air at a point about a half mile to the north of his home.

George McMathan,
Route No. 1, Valparaiso, Indiana.

Will testify that on the night of the disaster, at a little before 9:00 P.M., he had gone to the barn and while outside heard the hum of a motor of an airplane from the east; that he stopped and watched the plane in the air; that the plane appeared to be coming across the route over which planes are flown daily and that he had for some reason or other, stopped and looked at the plane on this night

George Monathan

and while watching the plane, he saw a flash, which appeared to be a ball of fire shoot into the air from the plane and immediately thereafter he heard a terrific explosion, which seemed to shake the ground; that after the explosion, the plane appeared to make a counter-turn northward and dive directly down in an easterly direction and crash to the ground; that immediately after the crash, he observed flames of fire leap about one hundred feet in the air. He positively asserts the motors of the plane were humming upon its descent and will testify that the plane appeared to be very much illuminated, but he is not certain whether it was the cabin lights or a flame.

Teroy Hanrahan,
Route No. 3,
Valparaiso, Ind.

Will testify that on the night of the disaster, he was standing in front of the Blue Bird Gasoline Service Station, located at the junction of Routes Nos. 6 and 49, approximately three miles southwest of the point where the plane crashed; that he was facing Northeast and saw the plane come from the East; that he watched the plane for a few minutes, then looked at his watch; that after observing the time, he again looked up and saw a cloud of white smoke; that the plane had fallen considerably in an easterly direction and appeared to be going at a great rate of speed, dipping to the earth; that he saw a light on the plane but could not state whether it was a light from the cabin or a flame. He will further testify positively, that he did not hear any explosions or see any flash in the air, but that the puff of smoke looked like it might have come from an explosion of dynamite; that he is familiar with the action of dynamite as he has used considerable amounts on his farm.

George Caprous,
Route No. 1,
Valparaiso, Ind.

Will testify he was standing outside of his place of business, the Blue Bird Gasoline Station, with "Pete" Hanrahan on the night of the airplane disaster and at approximately 9:00 P.M., he happened to look in a Northeasterly direction and saw what appeared to be a ball of fire shoot from the sky down to the earth; that he and Hanrahan immediately jumped into Hanrahan's automobile and proceeded to the spot where the wreckage of the plane was found; that he did not hear any explosion.

Ira Barnard,
Route No. 1,
Westville, Indiana

Will testify he found a blanket at the scene of the accident, which he thought smelled strongly of nitro-glycerine or some other explosive; that he picked up this blanket, as well as parts of the plane to keep as souvenirs; that he found a large section of the fusilage of the plane, bearing the name of the United Air Lines, about four hundred feet east of the main portion of the plane; that he also found several envelopes of the United Air Lines, about 450 feet east of the plane; that about 300 feet South of the plane, he found fairly good sized metal parts of the fusilage, which parts contained a great number of holes and gave the appearance that parts of the metal had been blown through them. He will also testify that he found, on the West side of the gravel road, about two hundred and fifty feet from the plane, parts which appeared to be sections of the oil tanks; that about three hundred feet Southwest of the plane on the West side of the road, he found a large section of a woolen blanket, which contained numerous holes, was badly torn and shredded from what appeared to be a terrific impact or explosion. He will further testify that when he picked up these articles, he called the attention of members of his family to the fact that the articles had an odor like gunpowder, or some other explosive; that he is familiar with the smell of gun powder and of other explosives, inasmuch as they use various types of explosives around the farm.

Paul Reed,
Route No. 2,
La Porte, Indiana

Will testify he located a section of a tank, which bore some evidence that it might have been exploded from within; that this section of tank was located on the West side of the gravel road along which the main portion of the plane was found, at a point about seventy-five yards Southwest of the plane.

Mrs. Josephine Arndt,
Route #3, Chesterton, Ind.

Will testify that on the evening of the crash, she was sitting in her home at about 8:45 P.M., when she heard an explosion and that she ran out of the house to see the fire; that when she arrived at the burning plane, there were four boys there; that she had to cross a forty acre field to where the plane was wrecked.

James Smiley,
Route No. 2, Chesterton, Ind.

Will testify that he lives about one mile from the scene of the accident; that he heard a loud explosion and ran out of doors and saw what looked like a fire; that there was no lightning that night, because he had the radio on and there was no static or interference of any kind. He will testify he did not see the plane fall.

Mrs. James Smiley,
Route #2, Chesterton, Ind.

Will testify that the motors of the plane sounded unusually loud when it was coming; that she thought it was due to the condition of the night and that there was an explosion and then a crackling sound; that the noise of the motors seemed to change tone after the explosion.

Marion Arndt,
Route #2, Chesterton, Ind.

Will testify that on the evening of the accident, he was in the house of Joseph Graff; that he saw the airplane coming straight east; that the motors were running normal and that he saw the plane crash; that when he first saw the plane, it was flying about one thousand feet going at a normal rate of speed; that after the explosion, the plane travelled excessively fast. He will further testify that the explosion in the air was not caused by the gas tanks, as when the plane crashed, he saw the gas tanks explode.

Clarence Linderman,
Route #2, Chesterton, Ind.

Will testify he lives about one mile along the field from where the crash occurred; that he was in bed at the time of the accident; that after the explosion he saw the plane and it was lighted and the motors still running and it was travelling at a normal speed. He will further testify that after the explosion, it sounded as if it was going to land, but it did not appear to be running right and was running fast. He will further testify he saw it on fire about three or four hundred feet up in the air and that the flames were that high; that the explosion appeared to have occurred in the plane and that there was a second explosion when the plane crashed.

Edmond Kolakowski, (Mechanic)
No. 1 Grumman Avenue,
Newark, N.J.

Will testify he has been in the service of the United Air Lines for several years; that he made a thorough inspection of the entire plane in question before it departed from Newark at about 4:30 P.M., October 10, 1933 and found everything in good condition. He will further testify when he completed his inspection of this plane, he saw Mechanic Paul Doane hook up a tow bar, on the tail wheel and noticed a nail in the tire, which when pulled out, flattened the tire; that this tire was then changed by Mechanics Doane and Williamson; that the inspection of the plane was completed about twenty-five or thirty minutes before the departure of the plane; further, that he saw nothing unusual about the ship and saw only some visitors who looked at the ship while his inspection was taking place, but he did not notice who the visitors were. He will further testify he did not see the ship as it left the port. He will also testify that he did not test the plane for gas leakage, as that test was made in Chicago by use of a pressure system; however, there was no leakage of gas noticeable at the time of his inspection. He will further testify that there has been no friction of the machinists with their employers and there was no grievance, to his knowledge, although the machinists organized the Machinists' Union, connected with the American Federation of Labor, about two or three months ago and there has been no strike of the machinists.

R. L. Finan,
134 West Third Avenue,
Roselle, N.J.

Will testify that he is employed in the Ticket Office of the United Air Lines, Newark, N.J. Airport; that on the afternoon of October 10, 1933, he saw Emil Smith at the time an exchange was made of his ticket and was also present when Smith took a package out of his grip and placed a bottle of liquor therein; that this package was about the size of a package made by wrapping a pair of tennis slippers, the package being about the ordinary length of a shoe and about five inches in diameter and was wrapped in light brown paper; that it was his impression the wrapper did not contain a bottle and that he saw nothing of Smith or this package after Smith boarded the ship.

Robert Dawson, (Pilot)
Cleveland, Ohio

Will testify that about thirty minutes prior to the arrival of this plane at Cleveland, he visited with the passengers and found:

Smith sitting in Seat No. 3 reading; that he asked Smith how he was, enjoying the trip and Smith stated he was enjoying it very much; that Smith appeared to be very congenial and joked with him and the other passengers; that he talked with Mr. Smith, Miss Dwyer and the Stewardess; that during this conversation, Smith was sitting in Seat No. 3, Miss Dwyer in Seat No. 4, he (Dawson) was in Seat No. 5, and Miss Scribner, the Stewardess, was sitting in Seat No. 6; that the conversation lasted about fifteen or twenty minutes; that he left then and went back to the cockpit about fifteen minutes before the landing was made at the Cleveland Airport; that at that time, no blankets had been taken by any of the passengers. He will further testify that it did not appear Smith had been drinking any liquor. He will testify that on arriving at the Cleveland Airport, the Stewardess asked Smith about getting out of the plane and Smith made inquiries as to how long the plane would be there; that when he left the plane, Smith was still reclining in his chair.

Albert W. Van Buren,
16404 La Verne Avenue,
Cleveland, Ohio

Will testify that he is a crew chief at Cleveland, Ohio; that on the night of October 10, 1933, he talked to incoming pilot Dawson, who reported the plane in question "O.K."; that he (Van Buren) then placed the amount of gas and oil used in the pilot's log book and talked to radioman Burris for a few minutes concerning a plane which had been out of order at Toledo, Ohio recently; that he then took the log book through the cabin of the plane and handed same to Pilot Tarrant and then adjusted the blankets about the knees of Stewardess Scribner, and then left the plane. He will further testify that no inspection of the plane was made at Cleveland, Ohio, other than the radio inspection. He will further testify he did not observe the passengers on the instant plane with any degree of particularity and did not observe any strangers about the plane while same was in the Airport.

J. O. Johnson,
16808 Ernadale Avenue,
Cleveland, Ohio

Will testify he is a pilot for the United Air Lines; that he was the pilot who flew the instant plane from Cleveland, Ohio to Newark, N.J. on October 10, 1933; that he does not recall any trouble with the plane, nor with the gas line; that if there had been anything

-11-

J. O. Johnson,

wrong, he would have noted same in the log book so that it could have been checked at Newark, N.J.; that to the best of his recollection, the plane was O.K. when he landed at Newark, N. J.

PENDING.

JOHN EDGAR HOOVER
DIRECTOR

VWH:DSS

Division of Investigation

U. S. Department of Justice
Washington, D. C.

November 13, 1933.

Mr. Tolson
Mr. Clegg
Mr. Edwards
Mr. Egan
Mr. Hughes
Mr. Quinn
Mr. Lester
Mr. Locke

MEMORANDUM FOR THE DIRECTOR.

The file in the matter entitled United Air Lines Transport Plane #NC-13304, Airplane Crash, indicates that all outstanding leads at other offices have now been completed, but the office of origin, Chicago, has not submitted its closing report. I have wired Chicago to immediately submit a closing and summary report.

Respectfully,

V. W. Hughes

V. W. Hughes.

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NOV 20 1933

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NOV 18 1933	
U. S. DEPARTMENT OF JUSTICE	
Unit One	FILE

ENCLOSURE

November 18, 1933.

Mr. Richard S. Paullett,
Chief, Enforcement Section,
Aeronautics Branch,
Department of Commerce,
Washington, D. C.

Dear Sir:

Pursuant to your request of October 25, 1933,
there are transmitted herewith copies of the reports
of Special Agent J. J. Keating, dated at Chicago, Illi-
nois, November 14, 1933; in the case entitled United
Air Lines Transport Plane No. NC-15204, Miscellaneous -
Airplane Crash.

Very truly yours,

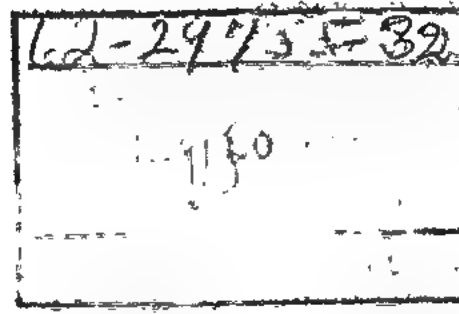
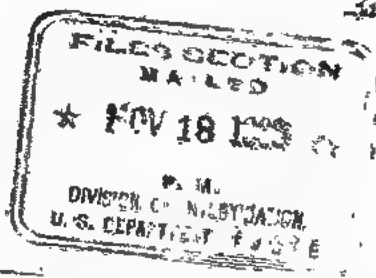
Director.

Inclosure No. 364773.

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IN REPLY REFER TO

FILE

DEPARTMENT OF COMMERCE.

AERONAUTICS BRANCH

WASHINGTON

November 21, 1933.

Hon. John Edgar Hoover, Director,
Division of Investigation,
Department of Justice,
Washington, D. C.

Re: Aircraft Accident at
Chesterton, Indiana,
10-10-33.

Dear Sir:

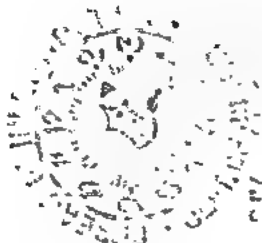
This is to acknowledge and thank you for
your communication of November 18th, enclosing
copies of the reports of Special Agent T.T.
Keating, dated at Chicago, Ill., November 14,
1933, in the case entitled United Air Lines
Transport Plane No. NC-13304, Miscellaneous -
Airplane Crash.

Yours very truly,

Richard S. Paulett

Richard S. Paulett,
Chief, Enforcement Section.

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DATE: 2-27-57
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NOV 24 1933

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DIVISION OF INVESTIGATION	
NOV 24 1933	
L. E. L. H. C. L. H. C.	
Unit One	FILE

JOHN EDGAR HOOVER
DIRECTOR

Division of Investigation

U. S. Department of Justice

Washington, D. C.

December 13, 1933.

MEMORANDUM FOR MR. HUGHES ✓

Mr. McGrath, Special Assistant to the Attorney General, on December 13, 1933, brought to my office Mr. Bruce Kramer, accompanied by Mr. Hitchcock, Vice President of the United Air Lines, Technical Division; Dr. Muehlberg, Assistant to Colonel Goddard; Mr. Nucholls, Insurance Chemical Engineer of the Underwriters Laboratory Association; Mr. G. P. Murray, 719 Tower Building, Washington representative of the United Air Lines; and Mr. Ryan, Western Adjustment and Inspection Company. They called to discuss the destruction of the airplane of the United Air Lines last October 10th, which matter has been the subject of an investigation by the Department of Commerce and by Agents of this Division of the Chicago, Detroit and New York Offices. I informed these gentlemen that the report upon this matter had been forwarded by this office to the Aeronautics Division of the Department of Commerce. They had with them various exhibits and photographs of exhibits, a set of which is attached, which, in the estimation of the representatives of the United Air Lines, lead them to believe that the destruction of the plane was caused by a foreign explosion within the plane, and not through any mechanical or gasoline causes. I suggested to the gentlemen present that they might wish to submit a detailed memorandum covering their views and analyses, and that I would be very glad to have the same placed with a copy of our report, and that if after reading their memorandum we considered any further investigation necessary, I would have the appropriate investigative steps taken. They agreed to forward a detailed memorandum upon the matter.

Upon the receipt of this memorandum I will transmit it to you and I would like to have you carefully review the same and determine if any further investigative action is necessary. I believe a copy of the report should be transmitted by us to the same authorities in the Department of Commerce to whom a copy of our report was sent.

Very truly yours,

J. E. H.
Director.

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mkt

62-29755-34

Mr. Hitchcock, B

V. P. United Air Lines
Technical Division

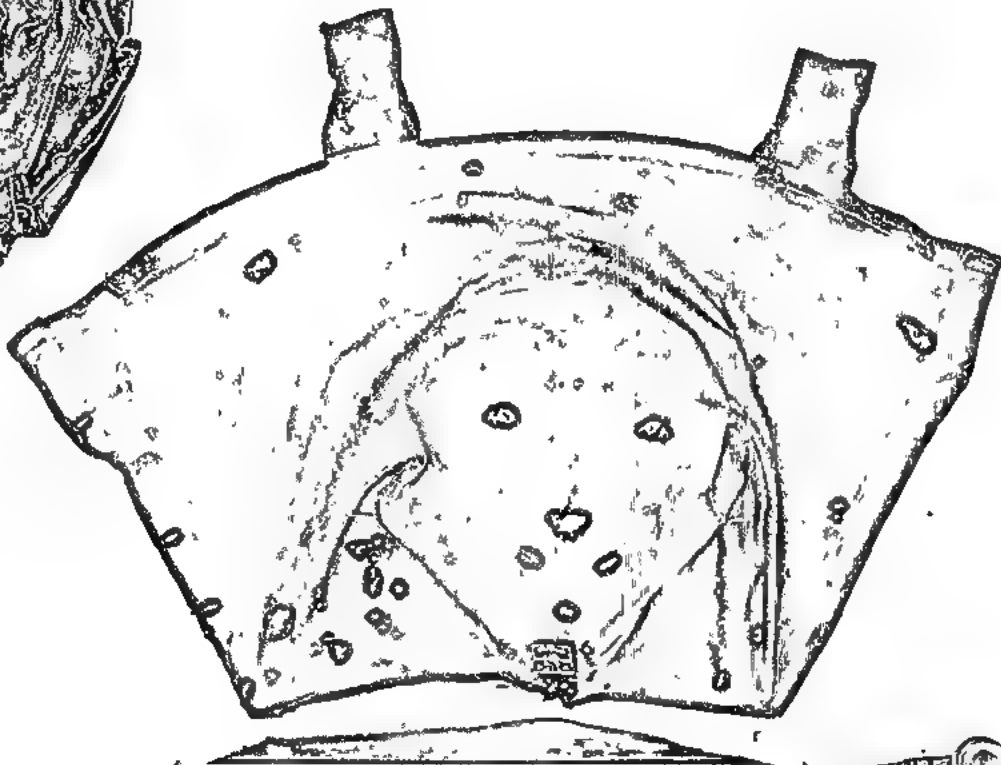
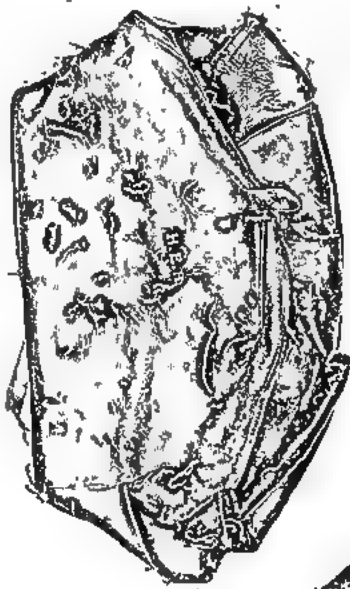
Comm

Dr. Mulhally
asst to Co. G.

Dr. Kuchalls - Insurance
Chemical Eng. - Under-
written Salaries

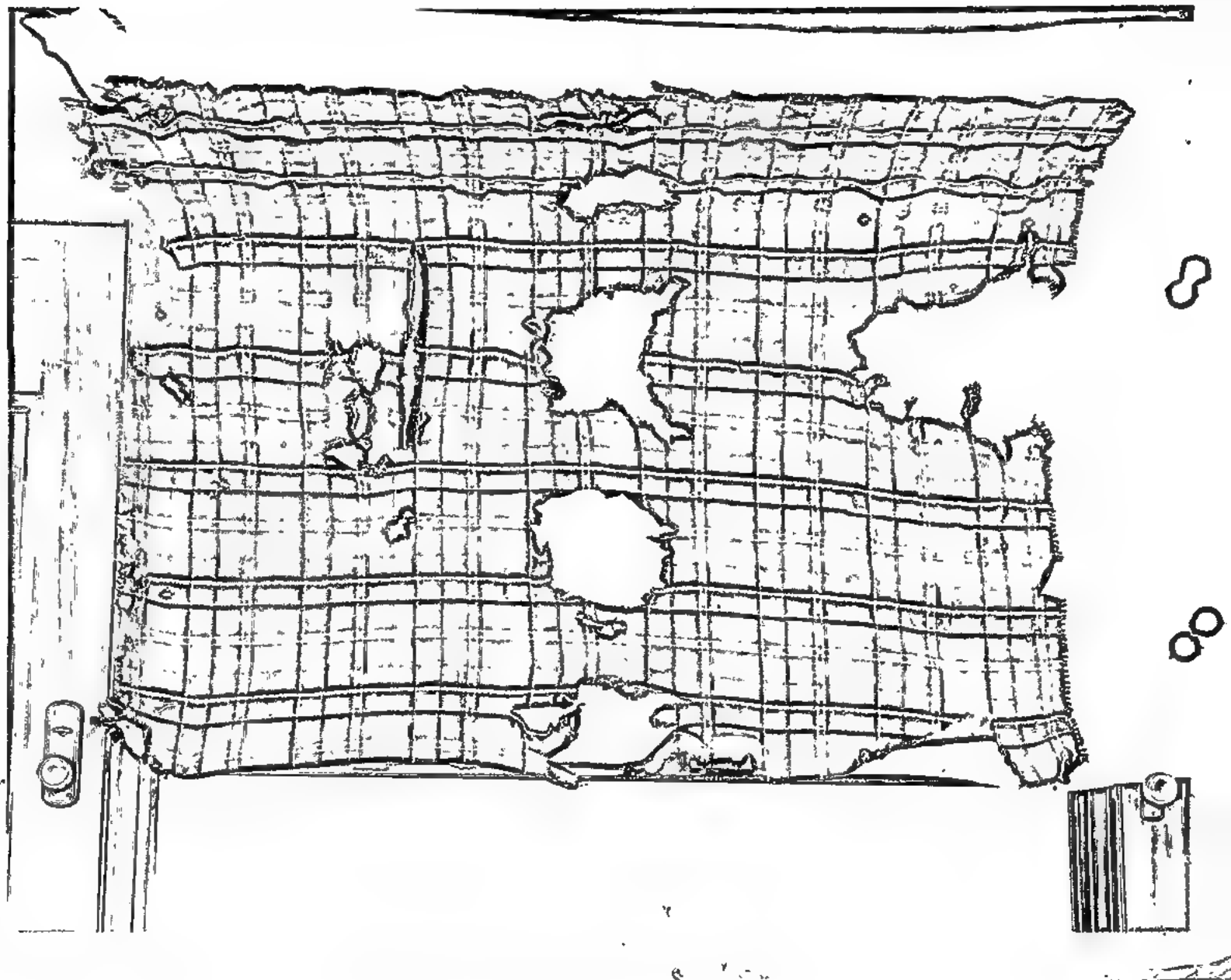
Mr. J. P. Murray
799 - Lower Bldg
Rm 8859

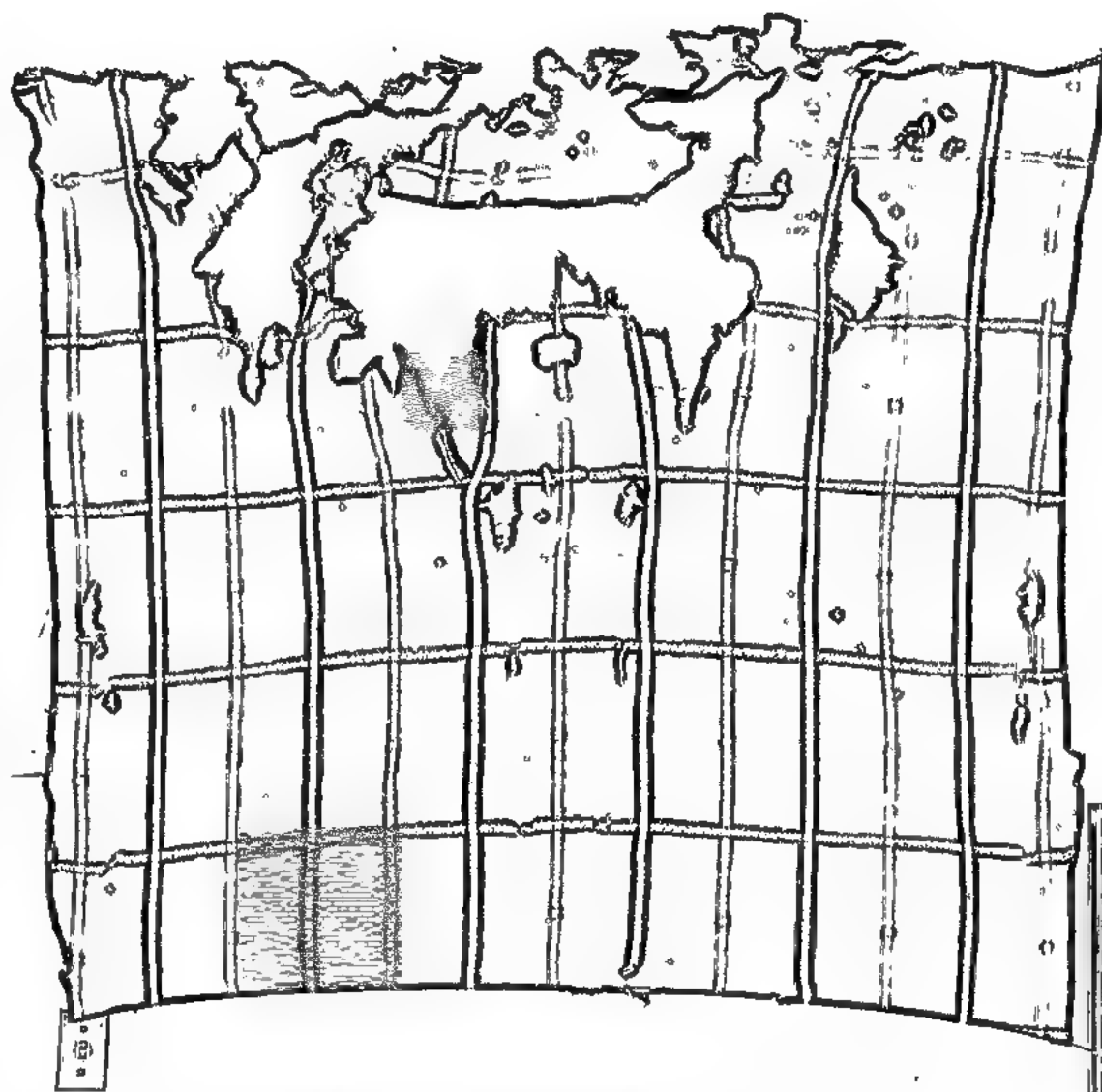
Mr. Ryan - 63000
Western Ady. & Inspection
dept.

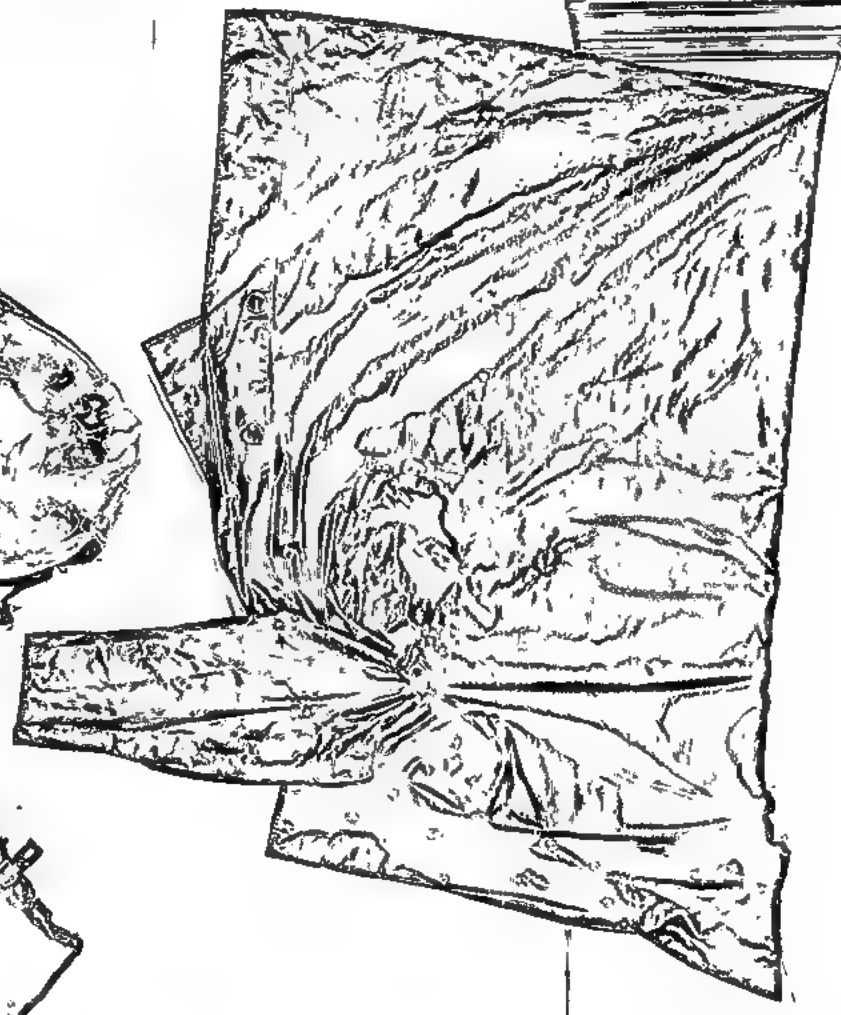


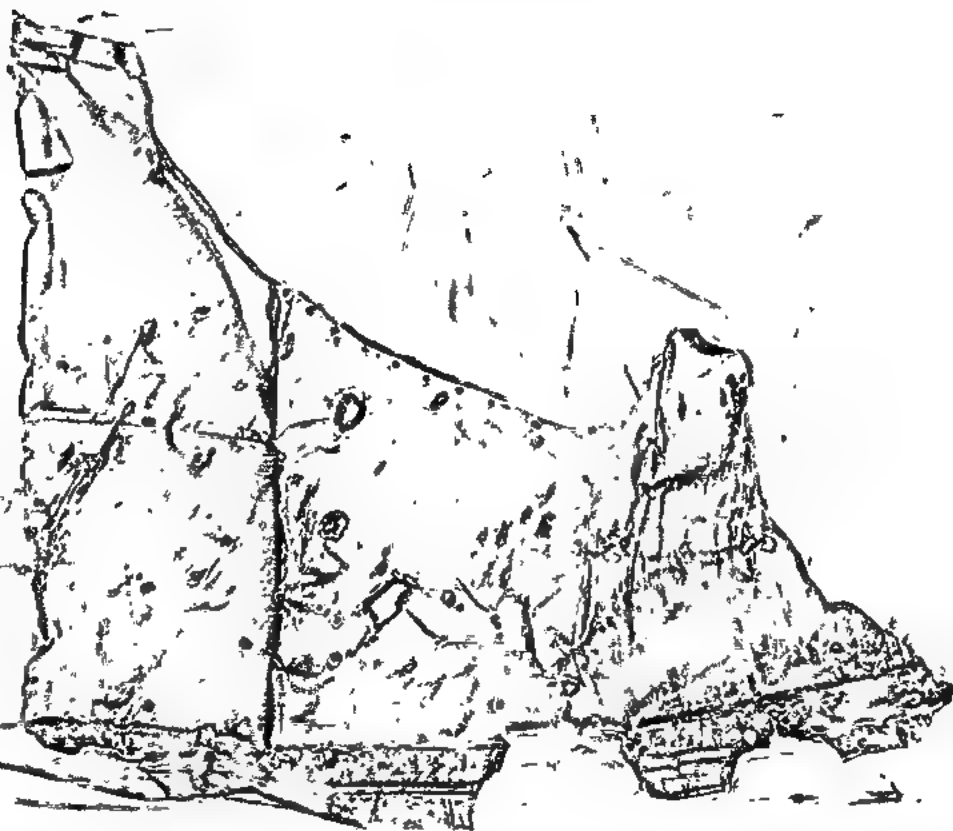
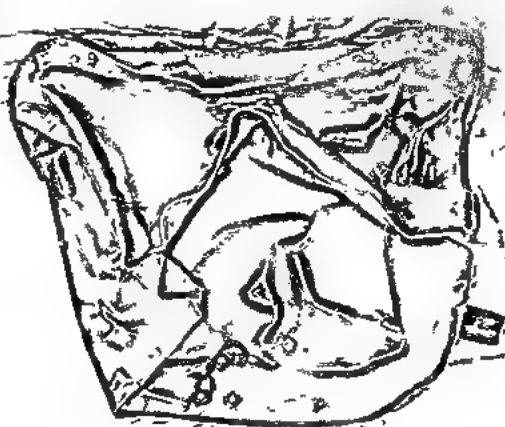
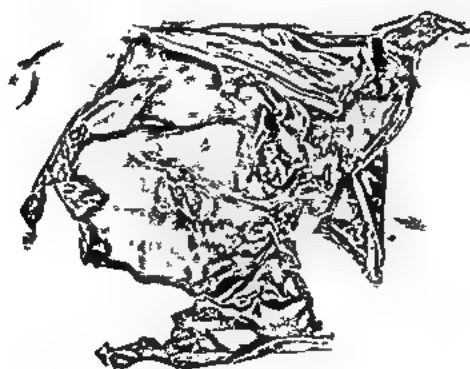




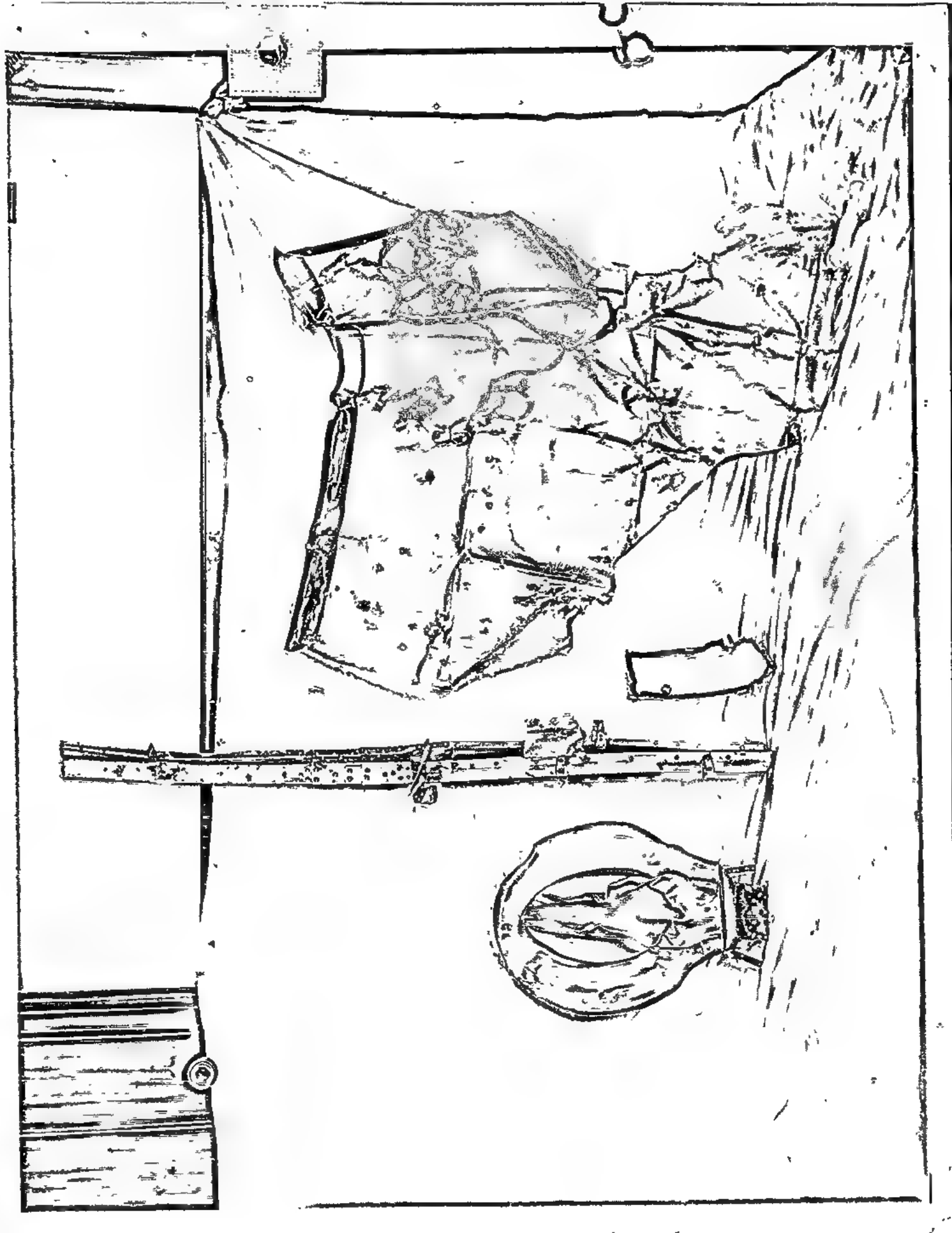




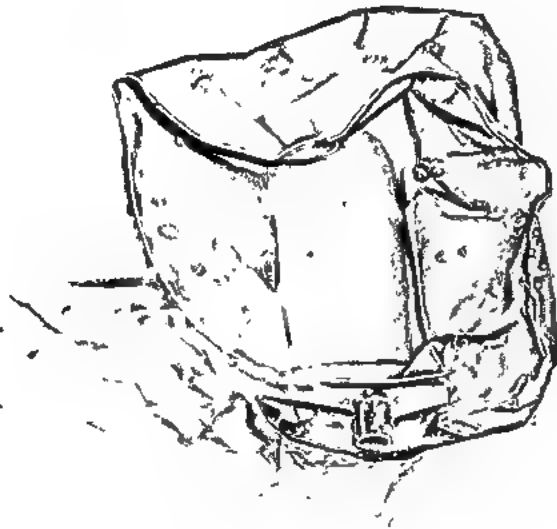


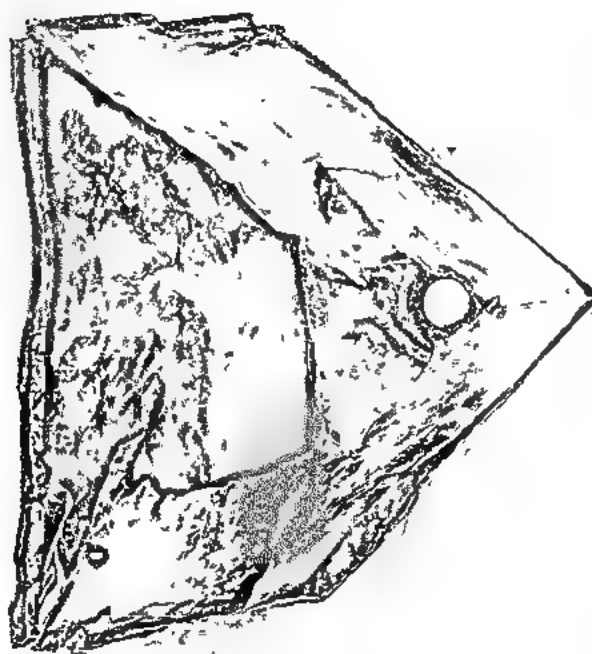


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K
ADDRESS REPLY TO
"THE ATTORNEY GENERAL"
AND REFER TO
INITIALS AND NUMBER

DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

ADMacL: W. C. S.

88-0-

WCS:TMS

December 22, 1933.

MEMORANDUM FOR THE DIVISION OF INVESTIGATION.

Attached hereto is photostat copy of letter, dated December 14, 1933, from the Chief of the Airline Inspection, Aeronautics Branch, Department of Commerce.

Please advise us whether you have any information in this matter.

Respectfully,

W. Clifton Stone

W. Clifton Stone,
Attorney.

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DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH
Washington

December 14, 1933

Department of Justice,
Washington, D. C.

Gentlemen?

May we have for our records, a copy of your findings and/or report on the airplane accident at Chesterton, Indiana, October 10, 1933.

If a similar investigation of the airplane accident at Ottawa, Illinois, November 24th was made, may we also have a copy.

Yours very truly,

(S) R. W. Schroeder,
R. W. Schroeder,
Chief, Airline Inspection.

COPY

Handwritten: Mr. MacLean
12/14/33
RWS

DIVISION OF INVESTIGATION

From: UNIT #1 Room 418

1/31 193

To:

☐ Director
☐ Mr. Nathan
☐ Mr. Tolson
☐ Mr. Clegg
☐ Mr. Edwards
☐ Unit Two
☐ Unit Four
☒ Files Section
☐ Personnel Files Section
☐ Equipment Section
☐ Chief Clerk's Office
☐ Unit Five
☐ Identification Unit
☐ Statistical Section
☐ Technical Laboratory
☐ Mr. Baughman
☐ Mr. Cowley
☐ Mr. Kelliher
☐ Mr. Little
☐ Mr. Newby
☐ Mr. Stapleton
☐ Miss Gandy
☐ Washington Field Office
☐ Stenographic Pool
☐ Correct
☐ Re-write
☐ Re-date

*These should be inserted
in the file - "Crash of United
Air Lines airplane at
Chesterton, Ind." WKS*

V. W. Hughes

625 Lafayette Building
Detroit, Michigan
December 12
1933

Special Agent in Charge
Division of Investigation
U. S. Department of Justice
1900 Bankers Building
Chicago, Illinois

Re: ^Q UNITED AIR LINES TRANSPORT PLANE
NO. NC 13304
Miscellaneous - Airplane Crash

Dear Sir:

Please refer to your letter of the 7th instant in the above captioned matter in which certain inquiries were requested to be made at Cleveland, Ohio.

Such inquiries have been made and are set forth in a memorandum prepared by Special Agent R. C. Chapman, copies of which are attached to this letter.

Very truly yours,

Wm. Larson
Special Agent in Charge

RED:vas
Encl.
cc Division

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Jm

62-21755

DEC 14 1933

W

U. S. Bureau of Investigation

Department of Justice
Cleveland, Ohio
December 7, 1933.

Memo for File:

RE: UNITED AIR LINES TRANSPORT PLANE NO. NC 13304.
Miscellaneous - Airplane Crash.
Detroit File No. 62-700.

It is believed that the matter referred to in this memo should not be filed in the above captioned matter as same is not believed to have any connection whatsoever with the crash of plane NC 13304. It will be noted that the letter from the Chicago office dated 11/7/33, which contained a copy of anonymous letter herein referred to, did not refer to this matter in connection with the airplane crash.

Leo W. Ulmer, attorney, Guaranty Title Building, who resides at the Carter Hotel, advised that he knew Walter Mueller who was last employed at the Carter Hotel as a house officer about five months ago; that Mueller was with the hotel for several years and was believed an efficient employee but was rather officious, and would not hesitate to throw persons out of the hotel who were not acting in a proper manner; that Mueller at one time tried to gain employment with the Cleveland Police Department, and was also trying to gain employment there for his son. Mr. Ulmer advised that "gabbling Levine" was unknown to him by that name, but it was his belief that the writer of the anonymous letter meant Max Levine, who formerly resided at the Carter Hotel and was quite talkative, being a bootlegger and subject to becoming intoxicated frequently. Mr. Ulmer stated that Mueller did not impress him as being more than what he was, a hotel detective, and stated he believed the writer of the letter was a crank or had some grudge against Mueller.

Mr. William Cruse, Assistant Manager, Carter Hotel, exhibited employment card of Walter Mueller, which indicated that he was 48 years of age, married, and had three dependents; born in Germany, naturalized American citizen; residence 5316 Delora Avenue, phone Shadyside 3645-J; has been in United States 25 or 30 years (this was the opinion of Mr. Cruse). Mueller began employment with the Carter Hotel June 8, 1928, and ceased employment there March 25, 1933. He was dismissed because he had a bad heart, was easily excited and quick to anger, and the hotel was afraid that he might drop dead and render them liable for damages. This last information should be treated confidential.

Mr. Cruse stated that Mueller has tried several times to regain his position, and Mr. Cruse knows that Mueller is destitute and badly in need of work. Mr. Cruse stated that if Mueller was an agent for Germany, he would certainly not be destitute, and it is hardly probable that he would have to work as a house officer in peace times. Mr. Cruse took no stock in the possibility of Mueller's being a German Agent or intent on destroying aviation, and states he never heard Mueller express any of the remarks attributed to him by the anonymous letter writer.

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In the absence of specific instructions, it is deemed inadvisable to conduct any further investigation in this matter. In the first place the writer of the letter referred to is "anonymous", and he is evidently a mental case as evidenced by his remarks "to eliminate by death the young potential leaders of the steel industry who also served in the World War" and "a high officer of the German army connecting with the scum of Cleveland's underworld."

The most distorted statement is the reference to "Mueller, Gabbling Levine and Maschke planning the murder of plenty of people". Maurice Maschke was the Republican leader in Cleveland for some years, and is a prominent attorney and citizen. His son, referred to by the writer of the letter, graduated from Yale Law School about June, 1933, and recently married Helen Morgan, the celebrated Ziegfield Follies star, and they now reside in New York City, where Maschke is expected to enter business.

In the event you deem further investigation necessary in this matter, I will interview Mueller, but the character of the anonymous letter appears so apparently the work of some mentally unbalanced person that the matter is deemed unworthy of further effort.

Very truly yours;

/s/ R. C. Chapman

R.C.Chapman
Special Agent.

K.

U. S. Bureau of Investigation

Department of Justice
1900 BANKERS BUILDING
CHICAGO, ILLINOIS

January 2, 1934

Director,
Division of Investigation
U. S. Department of Justice,
Washington, D.C.

RE: UNKNOWN SUBJECTS;
Crash of United Air Lines
Transport plane No. NO 13304

Dear Sir:

On December 21, 1933, Mr. L. I. Ruby, who works for Harold Egan & Company, 17th floor Bankers Building, telephone Central 3393, called at this office stating that he is the brother of one of the pilots who was killed in this crash.

He stated that his brother had been having a great deal of trouble with certain individuals who were members of the Pilots' Union. He recalls that his brother stated to him on one occasion, the date of such conversation not being remembered, that a co-pilot had boarded his plane at Cleveland for the trip from Cleveland to Chicago. Immediately upon boarding the plane, this pilot, whose name Mr. Ruby thought he could furnish later, inquired of Mr. Ruby's brother as to whether he planned to join the Union. When he received a negative reply, this co-pilot stated: "That's all I wanted to know", and according to Mr. Ruby, this individual made no further comment to his brother during the entire trip.

He further stated that this same co-pilot, on a return trip from Chicago to Cleveland, donned a very heavy overcoat and was properly dressed for extremely cold weather, with his fur-lined pilot's uniform, and that his brother, the deceased pilot, did not wear heavy clothing. During this trip, the heavily dressed co-pilot kept the ventilators open all the time to the extreme discomfort of his brother.

Mr. Ruby further advised that he would secure such names and other definite data as possible, and would return to this office and furnish same. On Dec. 29, 1933, telephonic inquiry of Mr. Ruby disclosed that he had been unable to locate the data which he thought he had, but he stated he would make further efforts to locate it and advise this office.

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JAN 11 1934

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Unit One FILE

St. Chicago 1-9-34 W.H.

62-29755-35

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December 29, 1933

MEMORANDUM FOR ASSISTANT SOLICITOR GENERAL,
ARGUS D. MACLEAN

Attention: Mr. Stone

Reference is made to your memorandum dated December 22, 1933, transmitting the copy of a letter from Mr. R. W. Schroeder, Chief, Airline Inspection, Aeronautics Branch, Department of Commerce, dated December 14, 1933, requesting to be furnished with copies of reports covering the investigation of the airplane accident at Chesterton, Indiana, on October 10, 1933.

You are advised that copies of all investigative reports, including a summary report, have already been furnished Mr. Richard S. Paulett, Chief, Enforcement Section, Aeronautics Branch, Department of Commerce, Washington, D. C.

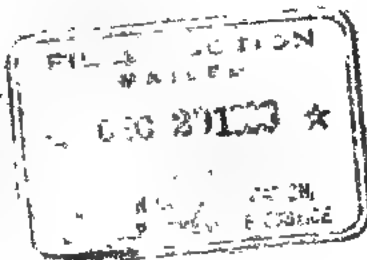
The Division has made no investigation of the airplane accident which occurred at Ottawa, Illinois, on November 24, 1933.

The enclosure accompanying your memorandum is returned herewith.

Very truly yours,

Director.

Incl. 683156



Mr. Nathan	.....
Mr. Tolson	.....
Mr. Clegg	.....
Mr. Edwards	.....
Mr. Egan	.....
Mr. Hughes	.....
Mr. Quinn	.....
Mr. Lester	.....
Mr. Locke	.....

January 5, 1934.

MEMORANDUM

Colonel Gates telephoned again this evening to inquire if I had received the report from the United Air Line relative to the destruction of their plane on October 10, 1933. I advised him that I was expecting to receive it today, but had not at that time. Mr. Gates mentioned incidentally that Mr. Carusi informed him that the Attorney General had expressed his personal opinion to the effect that "he guessed there was sabotage" in this case.

Winters, G. A.



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DIVISION OF INVESTIGATION	
JAN 8 1934	
U. S. DEPARTMENT OF JUSTICE	
One	FILE

January 10, 1934

Mr. Richard S. Paulott,
Chief, Enforcement Section,
Aeronautics Branch,
Department of Commerce,
Washington, D. C.

Dear Sir:

With further reference to the case entitled United Air Lines Transport Plane No. 1-102, Miscellaneous Airplane Crash, I enclose herewith, for your complete information, a photostatic copy of a communication which I have received from Mr. Thorp Hiscock, Vice President of the United Air Lines, at Chicago, Illinois, under date of December 29, 1933, together with its several enclosures in connection with the communication, including twenty-two copies of photographs and blueprints.

For your further information I am in receipt of a letter from my Chicago Office advising that the brother of the deceased pilot, Mr. Ruby, has recently advised that his brother was threatened at one time because he had failed to join a Pilots' Union. I have instructed my Chicago Office to look further into this matter, and shall advise you fully upon receipt of a report.

A copy of the summary report, together with a copy of the communication received from Mr. Hiscock, dated December 29, 1933, is being submitted to Assistant Attorney General Keenan for his consideration, and aside from the angle of the investigation dealing with the alleged threat against the pilot of the plane, no further action will be taken by this Division in the absence of another request.

Very truly yours,

Director.

Incl. #633200

W. H. H. 12

JAN 11 1934

January 9, 1934

Special Agent in Charge,
Division of Investigation,
U. S. Department of Justice,
1700 Bankers' Building,
Chicago, Illinois.

Dear Sir:

With reference to your letter of January 2, 1934, in the matter entitled UNKNOWN SUBJECTS - Crash of United Air Lines Transport plane #30 13504, it is desired that you proceed with the investigation to determine the facts surrounding the allegation made by Mr. L. I. Ruby, to the effect that his brother, the deceased pilot of the plane, had been inferentially threatened by the Pilots' Union.

It is suggested that you obtain the name of the co-pilot who opened the ventilator on one occasion on a trip between Chicago and Cleveland, and who also inquired of the deceased pilot whether he belonged to the Pilots' Union. After obtaining this information, it may be advisable to determine whether either the co-pilot, or some other member of the Pilots' Union, had an opportunity to place any object on board the plane upon the day in question.

Very truly yours,

Director.

The Vital Secrets of Any Person and All Governments Can Now Be Had

ALL SECRETS OF NATURE SOLVED BY SCIENCE
THE LOST SCIENCE OF 4000 YEARS AGO

Methods for exterminating pests.

Methods of cures for all Horticultural diseases.

Translations of Hieroglyphics and writing of all
past ages.

Solve all kinds of tragedies.

Locate hidden or buried Treasures, Money, Jewels
or Papers.

Information as to how to prevent accidents, per-
sonal and financial distress.

Explain locations of new deposits of precious metals,
such as: Gold, Platinum, Silver, stones granite
to Diamonds, Mineral Springs and Oil Domes.

Give advance information of Earthquakes, Cyclones,
Hurricanes, Tidal Waves, Floods and Storms,
Accidents, Tragedies and Future Events.

S. A. WILVERT

The Dutch Scientist

CHICAGO, ILL.

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3

JOHN EDGAR HOOVER
DIRECTOR

Division of Investigation

U. S. Department of Justice

Washington, D. C.

January 8, 1934

VWH:ps

Mr. Nathan	.....
Mr. Tolson	.....
Mr. Clegg	.....
Mr. Glavin	.....
Mr. Ladd	.....
Mr. Nichols	.....
Mr. Rosen	.....
Mr. Tracy	.....
Mr. Carson	.....
Mr. Egan	.....
Mr. Gurnea	.....
Mr. Harbo	.....
Mr. Hendon	.....
Mr. Jones	.....
Mr. Quinn	.....
Mr. Nease	.....
Miss Gandy	.....

MEMORANDUM FOR THE DIRECTOR

With reference to the communication received from Mr. Thorp Hiscock, Vice President of the United Air Lines, at Chicago, dated December 29, 1933, in further connection with the crash of an airplane at Chesterton, Indiana, on October 10, 1933, this appears to be a report of technical investigation of the air crash and tends to indicate that the explosion resulted from something that was introduced into the plane rather than the result of aerodynamic pressure or gasoline. It supplies no leads whatever for further investigation other than the bare fact that it is their conclusion that the crash was caused by high explosive, entirely foreign to the structure of the plane. In view of this fact I have referred a copy of Mr. Hiscock's communication, together with a copy of the summary report to Mr. Keenan, Assistant Attorney General, for his consideration, and I have also forwarded a copy of the latest communication from Mr. Hiscock, together with all enclosures to Mr. Richard S. Paulett, Chief, Enforcement Section, Aeronautics Branch, Department of Commerce.

The Chicago Office under date of January 8, 1934, advised that Mr. L. I. Ruby, a brother to the deceased pilot of this plane, had called at that office and stated that his brother had had considerable trouble with certain individuals who were members of the Pilots' Union, and on one occasion, a relief pilot belonging to the Union had inquired if he intended to join, and upon receiving a negative reply, stated "That's all I wanted to know". He also stated that this same co-pilot, on a trip from Chicago to Cleveland, donned a very heavy overcoat and was properly dressed for extremely cold weather, while his brother, the deceased pilot, did not wear heavy clothing; that during this trip the co-pilot kept the ventilators open all of the time to the extreme discomfort of his brother.

I have directed a letter to the Chicago Office suggesting that they follow this particular lead and develop it to a logical conclusion. Aside from this angle, however, there is no further investigation pending.



RECORDED
Respectfully
INDEXED

JAN 11 1934

W. N. Hughes, U. S. DEPARTMENT OF JUSTICE

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DIVISION	
JAN 11 1934 A. I.	
U. S. DEPARTMENT OF JUSTICE	
One	FILE



"Known the world over."



9

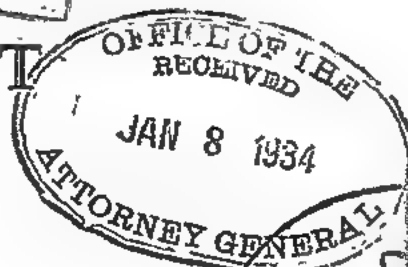


S. A. WILVERT

The Dutch Scientist

CHICAGO, ILL

Jan, 5th 1934.



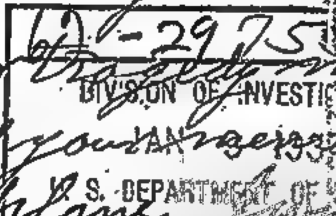
Attorney General Horner S. Cummings
Washington, D. C.

Dear sir: - I see by the Chicago paper you have
issued a statement regarding the air tragedy near
Dehesterton, Ind. on Oct. 10th 1933, and your men have
fixed the cause as a bomb on the plane. I wish
to advise you they are all wrong. That idea came
from an employee of the United Airlines, and was
worked up, to avoid paying a large amount of damage.
I called upon Mr. Hiscock of the soon after the crash
and explained my work and showed him proofs of
results. He told the dept of justice had taken every
thing out of their hands and he could make suggestions.
By the men of your depts findings there will be no
repairs made on other ships and the same or similar
crashes will happen and more lives lost. If it had
been a bomb the entire ship would have been
blown to pieces in the air, such was not the case. I
am an expert with explosives, with being confined and a
pressure back of it, it could not have blew on the rear
end off. I will tell you it was the explosion of the exhaust
pipes that blew the rear end off and the one man out.
I am in the work of solving all mysteries and correctly.

JAN 11 1934

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12-29-34

S. A. WILVERT

The Dutch Scientist

CHICAGO, ILL.

I do not do it free. Twenty years and longer I worked for years with dept of justice, immigration dept. treasury dept. interior revenue dept. and supplied valuable information all the year me was promised, promotions were to some other countries not show results as they had and resigned. So I do not any more free information it is never appreciated. If you wish the complete solution of this crash I can give it to you, than the other planes of all companies can make the proper repairs and avoid similar crashes, and save the property and loss of life. I recently came from the orient and I have advise two countries regarding making their planes safe and supply them now from time to time with charts and forecasts regularly, in the last five years there has not been a single crash or a life lost. I have ways of known long before earthquake, storm, flood, hurricane or other elements of destruction will come. I wrote your weather dept in Washington some time ago I had a map explaining what going to happen till Aug. 15th 1934, and they did answer and if they had the map they could have warned the people of Calif for it is plainly marked, the map shows everything which has happened since June 1st 1933 and signed before a notary I wrote president and explained what going to happen on July 15th 1933, again Sept. 1st to warn the people of the Atlantic coast and leave, the letter was air mail and plenty of time to save all, he kept his mouth shut and over 900 people lost their lives. Now unless arrangements are made very soon to advise the people when these acts of the elements are going to take place and where to go to

S. A. WILVERT

The Dutch Scientist

CHICAGO, ILL.

be safe four fifths of the people of the United States will die before the 15th of Aug. this year, and before Congress has finished your city of Washington will lay in ruins by the elements. I wish you would call on your president and see the letter I sent him on July 15th and insist on seeing the photo copies I sent with it, also my letter of Sept. 1st explaining the storm was then on the road from the South American waters days before it hit the United States and before it hit Cuba, also see my letter to weather Bureau and the photo copies I sent to them, regarding the map, that map is worth \$10 to the United States government millions of dollars. Also call at Treasury Sect's office and see my letter about explaining recovery of over fifty six million of dollars of one bank who went broke, mostly trust funds which never was entered on the bank's books that money I saw my self by the aid of an X Ray device bags of gold and paper money. I advised the proper man to not let Akron take the air before certain repairs were or it would crash, it crash from the same cause as did the Shenandoah and will the Macom in time under the condition from the same cause. No time should be lost regarding the fact of the crash of the 13304 Boeing plane and have the map and read to warn the people of the next coming disaster caused by the elements, and the bank money should be gotten out as soon as possible and the guilty bank people brought to justice. I am
Yours truly S. A. Wilvert 1318 So Wabash
Chicago

UNITED AIR LINES

2 each

DOMESTIC AIR TRANSPORT, INC.
NATIONAL AIR TRANSPORT, INC.
PACIFIC AIR TRANSPORT
VARNEY AIR LINES, INC.

SUBSIDIARY OF UNITED AIRCRAFT & TRANSPORT CORP.

LA SALLE-WACKER BUILDING

CHICAGO

Dec
29th
1933

Mr J Edgar Hoover, Director
Division of Investigation
U S Department of Justice
Washington D C

Dear Sir:

There is attached complete set of photographs covering exhibits of damaged portions of United Air Lines' Plane NC-13304, which crashed at Chesterton, Indiana due to high explosive rupturing the center section of the fuselage at about the toilet section and separating the tail assembly from the rest of the plane. The forward portion of the cabin together with the wings and motors continued forward a short distance, went into a steep dive, turned over on to its back (which is the normal manoeuver of a plane which has had the tail surfaces severed) and continued in a steep glide in its inverted position in a reversed direction, to crash and be destroyed by fire. That portion of the plane which was shattered by the explosion fell separately to the ground at a considerable distance from the point of ultimate crash and was not damaged by fire - remaining as evidence of the cause.

There is also attached the original of a report by Dr C W Muehlberger, who is the explosive expert for the Scientific Crime Detection Laboratory of Northwestern University and acts as assistant to Colonel Stoddard. Dr Muehlberger details his experience as an explosive expert and has worked in conjunction not only with the Chicago Police but also with the Department of Justice.

There is attached copy of Mr A H Nuckolls' report also, covering his findings in connection with the explosion, upon which the Insurance Company paid the United Air Lines' claim for approximately \$63,000.00 because of the explosion. Mr Nuckolls has had many years experience with high explosives.

Both Mr Nuckolls and Dr Muehlberger are experienced with gasoline explosions.

JAN 1 2 1934

There is also attached copy of the original brief report of Dr Muehlberger.

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Mr N J Bock, Adjuster for the Western Adjustment and Inspection Company, worked with Mr Nuckolls in collecting the evidence independently of United Air Lines' employees. His report is also attached.

A detail of the photographs and blueprints follows:

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JAN 11 1934 S.M.
S. LEPPA
FILE 3
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- 1 Shows the toilet, chemical container and the ruptured water container, both from the lavatory. The tube connection to the toilet chemical container, when installed, leads to the outer air. The condition of crushing thereby indicates a downward and slightly from aft forward direction of the crushing force.
- 2 Shows a sweater and the perforated bag of the co-pilot. These are referred to in the attached reports.
- 3 Shows the shattered condition of one of the blankets.
- 4 Ditto.
- 5 Shows the perforated rain coat and gives another view of the co-pilot's bag, together with a view of the pilot's bag.
- 6 Shows the seat of the toilet with the cover blown in from above. A longeron from the fuselage directly below the rear cargo compartment is also shown. A small section of the flooring of the toilet with metal imbedded in it and a piece of sheet metal, which was the lining of the rear cargo pit, are also shown. In this photograph this sheet is upside down.
- 7 Shows another view of the toilet chemical container and the toilet water container. The sheet with the perforations is from the lining of the rear baggage compartment on the left hand side, the cut-away being the outline of the access door. The sheet of lining shown in Exhibit 6 is from the opposite side of the compartment.
- 8 Is the reverse side of the lining sheet shown in Exhibit 6.
- 9 Is a closer view of the lining originally shown in Exhibit 6.
- 10 Shows the re-constructed water container from the toilet, indicating the hole shattered out by the force of the explosion.
- 11 Is another view of the toilet chemical container and the water container originally shown in Exhibit 1.
- 12 Is the pilot's pouch, showing the side which was face up and was perforated by the small pieces of metal travelling at high velocity. The reverse side of this pouch is undamaged.
- 13 Shows an artist's conception of the type of plane in flight with a portion of the skin cut away so that the interior may be viewed.
- 14 Is a plan view of the plane, showing the relative location of the lavatory and the rear cargo pit, which is named "Mail, Express, Baggage" in the plan, directly to the rear of the lavatory. The top section of this cargo space is floored off leaving a compartment about one foot deep with a floor area equal to the cargo space and an access door leading from it into the lavatory. This is the blanket compartment.

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The forward section of this is indicated as the probable location of the explosion.

- 15 Shows the entrance door to the rear cargo pit. The right hand wall, which is the back of the pit can be seen through the door. The top section of the visible sheet would be that sheet originally shown in Exhibit 6. The sheet shown in Exhibit 7 cannot be seen since it is on the inside of the door-way, the oval shape of which is shown in the contour of the sheet in Exhibit 7.
- 16 Is another view of the interior of the rear cargo pit with the door leading to the tail of the fuselage open. The roof of the pit with its supporting channels, which forms the bottom of the blanket compartment, can be plainly seen. The three cowl fasteners or latches, which hold the door closed, and one of which was blown aft through the tail of the fuselage to be lodged in a bulkhead at the extreme rear, can be seen.
- 17 Shows the toilet, looking into it from the cabin. The location of the water container, triangular in shape, directly above the wash basin, can be seen. A small portion of the toilet is visible at the bottom right. The door to the blanket compartment, closed, can be seen at the top of the back wall.
- 18 Is another view of the rear cargo compartment with the door leading to the tail of the fuselage closed.
- 19 Is a view of the toilet with the door to the blanket compartment open.
- 20 Is a view from the rear cargo compartment through the door, showing a portion of the tail of the fuselage. The bulkhead into which the cowl fastener was blown is not quite visible.
- 21 Is a blueprint of a cut-away, showing the relative locations of the blanket compartment, rear mail or cargo pit and the wash room or lavatory. The section including the rear cargo pit, toilet and stewardess locker is that section of the plane which was blown out by the explosion, leaving the cabin, wings, motors and so forth to crash and burn and the rear end of the fuselage with the tail surfaces attached to fall directly to the ground.
- 22 Is a ground map, showing the relative positions of those portions of the plane as they were discovered after the crash. The left hand drawing is an enlargement showing the detail of the location directly surrounding the crash. The right hand half indicates the general arrangement. The direction of original flight was roughly from the circle covered by the detail west as indicated by the long arrow. The explosion occurred, judging from the location of the wreckage, directly over where the empennage (tail section of the fuselage, including the rudder, vertical fin, horizontal stabilizer and elevators) is indicated. The plane continued in flight west to a position approximately over where the bodies of Smitt and Burris were found. Autopsy showed their ear drums were ruptured. At this

point the nosing over occurred and the bodies were undoubtedly catapulted out together with the thermos jugs, which in a service plane are located directly at the rear passenger seat. The plane then continued east back along its course of original flight upside down and crashed as indicated by the circle.

Inexpert testimony by more or less casual observers on the ground has been proved fundamentally unreliable. No evidence was developed by the Coroner's questioning, except that an explosion had occurred after which the plane changed its direction, crashed and burned. The evidence in itself was only interesting in the testimony of witnesses of their actual actions due to hearing the explosion, which actions indicated the violence of the explosion and therefore was not based on the opinion or observation of the witnesses. That a man hearing an explosion would arise from bed, go to the window to observe the cause of the explosion, indicates that such must have been of considerable violence and of an unusual character. The sharp detonation of a high explosive is of such a character. Testimony from other witnesses was to the effect that the explosion rattled the house, windows and dishes to such an extent that they went outside the house to ascertain the cause. The testimony is merely in corroboration and is in no way a basis for the determination that a violent explosion occurred. It merely indicates a condition which is satisfied and is not one which must be discounted.

In discussing with Dr Muehlberger and Mr Nuckolls possibilities other than the presence of a high explosive, the following facts were developed.

In considering air pressures of from 8 to 10 lbs per square inch, they were asked whether a velocity could be transmitted to rivet heads which were sheared off sufficient to have such heads penetrate sheet dural. They both stated they were positive that this could not happen.

They were asked whether in the examination of the particles of metal which acted as projectiles and which were found imbedded in the pilot's pouch and the crews' baggage, any of such were rivet heads or could have been rivet heads before becoming distorted by impact. They stated positively that none of the projectiles were or could have been rivet heads and that all such exhibits were from sheet however badly distorted they had become due to the shattering force of impact.

Aeronautical engineering shows that flat plate areas, when exposed to an air flow of 100 mph, developed pressures of 32 lbs per square foot and that the pressure increases as the square of the speed. Therefore, a one foot area, travelling at 200 mph, would develop a pressure of 7.11 lbs per square inch. Mr Nuckolls and Dr Muehlberger were asked whether such pressures on metal sheets could shatter the sheets into fragments found imbedded. They stated positively that no such pressures could cause such results.

Negative pressures developed by cavitation are limited to 14.7 lbs per square inch. Asked whether such pressures could cause the shattering found, both Dr Muehlberger and Mr Nuckolls stated negatively.

From the above questions and answers, it is thoroughly developed that no aerodynamic pressures could be developed sufficient to have caused the shattering of the metal sheet and the driving of the small projectiles resulting therefrom at the high velocities necessary to have penetrated the sheet linings of the rear pit, the pilot's pouch, the crews' baggage and the floor boards. This, therefore, rules out the possibility of an aerodynamic explosion subsequent to a severing of the tail section due to structural or other causes than an explosion.

In considering the possibility of a gasoline explosion, which due to the line of travel of the projectiles must have been localized in the blanket compartment, Mr Nuckolls and Dr Muehlberger were asked if such an explosion had occurred would it not have followed back along the source of the vapor supply and have been of a very general character and not of the localized character found. They both stated that this would have occurred and that the explosion would have destroyed practically the entire fuselage if it had been of sufficient violence to have done any material damage. It is positively known that only that small section directly surrounding the toilet was shattered, since had more been shattered it would have fallen to earth adjacent to the exhibits already found and the plane could not have continued its course, reversed, upside down and return to crash as it did. All of the passengers would have been dumped out and not just the two which were catapulted at the time of the reversal. We have experienced in actual service, on the ground, a gasoline explosion in a fuselage of a plane of similar construction. The damage done was actually very minor - no rupturing of a section of the plane occurred and the explosion was actually very general as anticipated by Mr Nuckolls and Dr Muehlberger, and of a push character. Had such a gasoline explosion occurred in flight, while considerable damage might have occurred to the passengers, no such crash would have resulted as occurred at Chesterton. As further evidence, there is no means of communicating vapor to the blanket compartment except through the access door into the toilet, in which case the toilet and complete cabin would have had to have been charged with fumes and a general explosion would have occurred. It did not. Mr Nuckolls further develops in his report, which is attached, the possible pressures of gasoline explosions, which completely rule out this possibility.

In developing the time sequence of the explosion as related to the severance of the tail, the fact that the coil fastener or latch was found in the bulkhead at the extreme rear of the fuselage in that section which fell separate from the plane, logically determines that the explosion occurred driving the latch to the rear before the tail was separated from the plane. Had the tail been separated first and the explosion been possible of aerodynamic character, the tail would not have been present to have received the latch. A second consideration is that on the entering edge of the right hand horizontal stabilizer was found the imprint of the United Air Lines' sign, which is painted on the right hand side of the fuselage, along that section of the skin blown off by the explosion and forward of the tail section, which was severed and fell separately. Had the tail been severed first and the resulting explosion been of aerodynamic character, it would have been practically impossible for this section of the skin to have come in contact with the entering edge of the

stabilizer, which would have been already left far behind and have started its fall to the ground. From the above two indications of time sequence it is positive that the explosion occurred and that the severance of the tail surfaces resulted therefrom and were, therefore, of secondary and not primary character.

From the attached exhibits as well as from the foregoing it is quite thoroughly developed that the explosion was of a high explosive character. The mere presence of such an explosive in an airplane must indicate that either it was placed there with intent to destroy the plane either on the ground or in flight or that it was being transported by a passenger and was secreted among the blankets in anticipation of possible search of such passenger upon arrival, but with a view to the explosive being recovered by such passenger subsequently. That it was not so recovered, were such to have been the case, is evident. Whether the presence of the explosive, therefore, was due to premeditated destruction or to illegal transportation, we believe that a crime has been committed. The mere presence of such an explosion could hardly be possible otherwise.

We appreciate your courtesy in having received us and are submitting this file in accordance with our conversation at the time of our visit to your office. What ever further comments you have on this situation, we will be very glad to receive. We are most anxious to have this case re-opened and brought to a successful conclusion by the apprehension of the perpetrator. If there are any further exhibits, data or information which we can supply, we hope that you will command us.

Yours very truly,


UNITED AIR LINES

Thorp Hiscok
Vice President

TH:LM

SCIENTIFIC CRIME DETECTION LABORATORY
OF
NORTHWESTERN UNIVERSITY
CHICAGO, ILLINOIS

SUPERIOR 9453

469 EAST OHIO STREET

December 26, 1933

REPORT OF THE EXAMINATION OF WRECKAGE
OF UNITED AIR LINES PLANE WHICH CRASHED
NEAR CHESTERTON, INDIANA, OCTOBER 10, 1933.

At the request of Mr. Thorp Hiscock, representing the United Air Lines, an examination was made of the remains of their plane which crashed near Chesterton, Indiana on October 10, 1933. Opportunity was afforded to inspect these remains in the Chicago office of the United Air Lines and also at their Chicago airport. This inspection was made on October 13th and 14th and a brief written report was made under the date of October 14th.

In an interview with Mr. J. Edgar Hoover of the U. S. Bureau of Investigation, Department of Justice at Washington, on December 13th, a more detailed discussion of this examination and report was given. At Mr. Hoover's suggestion, the essential points covered in the interview of December 13th are presented herewith.

The wreckage of the plane was distributed over an area of approximately one-half mile in length and 500 feet in width. The wreckage of that portion of the plane forward from the two rear passenger seats was found together with the bodies of three passengers; pilot, assistant pilot and stewardess, in a comparatively small area. This wreckage and the bodies, were burned in the fire resulting from the ignition of gasoline in the tank at the time of the crash.

The wreckage of the portion of the plane to the rear of the back passenger seats was found scattered over a wide area and was undamaged by fire. The tail and rudder mechanism were found together and were essentially intact save for the damage that might be expected incident to a fall of 1000 to 2000 feet. The wreckage of the portion of the body of the plane located between the passenger cabin and the tail, was widely scattered. This extensively distributed wreckage was identified as belonging to the lavatory, food lockers, blanket compartment, rear baggage compartment and the portion of the body of the plane immediately aft of the rear baggage compartment. Figure 22 shows the distribution of the wreckage referred to.

This investigation was for the purpose of determining from the evidence, whether or not an explosion occurred on the plane while it was in the air. If the evidence indicated that there had been such an explosion, the further question was raised as to its location and nature. At the time of the crash, the rear baggage compartment was said to be empty except for the luggage of the crew and a single packet of photographs. This latter packet was accounted for, in the wreckage, and investigation was stated to have shown it to have

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been shipped by reputable persons. It was also stated that at the time of the crash, there undoubtedly were still a number of blankets which were not in use and which were stored in the blanket compartment.

The unburned wreckage of the portion of the plane between the rear of the passenger cabin and the tail assembly gave ample evidence of an explosion, which, from the distribution of the pieces, must have occurred while the plane was in the air. Furthermore, this evidence shows that the explosion took place in the upper rear portion of the lavatory, or (more probably) in the front part of the blanket compartment which opens into the lavatory. The relative position of the lavatory, blanket compartment and food lockers may be observed in the plan of the ship (Figure 14) and in photographs 17 and 19. In photograph #19, the door of the blanket cupboard or compartment is open. The blanket cupboard is located in back of the rear baggage compartment. In photograph #18, the ceiling of the rear baggage compartment may be seen as the floor of the blanket compartment just above it. The only means of access to the blanket compartment is the door which opens into the lavatory.

In examining the portions of the plane and its contents located in or near the lavatory, we find evidence of explosive force radiating outward from the front of the blanket cupboard. The door of the lavatory was found to be punctured by missiles from the lavatory outward toward the cabin. Bits of the flooring of the lavatory (see photograph #8) show the effect of force projected from above. Similarly, the water container which was located over the wash bowl, had the upper rear portion literally blown away (see photograph #11, and the same after straightening-out, in photograph #10). The rim of the wash bowl was found to be peppered with flying particles, some of which actually perforated the metal. The seat of the stool was pushed downward and the cover of the stool was bashed in (see photograph #6). The chemical container of the stool was also caved in from above.

In the remains of the rear baggage compartment, we find even more characteristic evidence of explosive force radiating from the front portion of the blanket cupboard. In photograph #9 we see a portion of the lining of the right side of this compartment. This particular sheet is located in the position of the upper two-thirds of the back wall in photograph #18. The dark-bordered left edge of photograph #9 represents the closely riveted seam. It will be noted in photograph #9 that the trend of flying particles radiated from the upper right-hand corner. Photograph #8 shows the reverse side of the sheet shown in #9. Here one can see the "punched out" appearance of the holes which were made by projectiles traveling outward with bullet-like velocity. In the right-hand side of photograph #6 we see the same sheet shown in #8 and #9, before it was straightened out.

In the right-hand side of photograph #9 we see a portion of the lower inside of the left door panel of the rear baggage compartment. The location of this sheet is indicated on the reverse side of photograph #15. Here again we see the tracks of projectiles radiating downward and away from the front of the blanket compartment. And again we find the same type of "punched out" holes produced by high velocity projectiles.

The nature of the damage observed in the blankets themselves is of interest.

For the most part, the blankets were literally shattered; the nature of the rents were not clean-cut fractures but rather crushed or torn fractures (see photograph #4). That these blankets were folded at the time of the explosion is indicated by the similarity of the location of various holes. For the most part, the blankets were not burned, but areas of singeing were noted. This might have been due to the flame of the explosion.

The luggage of the crew, located in the rear baggage compartment, was more or less severely riddled. Photographs #2 and #5 show the damage to a Boston bag, raincoat and sweater. These perforations were made by small particles of aluminum or "Dural" sheeting, samples of which were extracted from the contents of the bags. The pilot's leather dispatch case (see photograph #12) showed excellent evidence of the riddling effect of flying particles of aluminum sheeting. These projectiles, coming downward and impinging upon the surface of the dispatch case, penetrated several layers of leather in some instances. These particles of metal were heated either by the heat of the explosion itself or by the terrific velocity with which they struck, so that there was actual scorching of the leather, where the metal came into contact with it.

In examining the remains of the tail of the ship, comparatively little evidence of explosion was found. One of the metal snap-fasteners which lock the bulkhead door in the back of the rear baggage compartment (see photograph #18) was apparently driven through the bulkhead, down into the tail where it penetrated one sheet of a second bulkhead and lodged in a second sheet. The location of this tail bulkhead can be seen in the extreme background of photograph #20.

Thus we have evidence of explosive force directed forward from the lavatory, downward in the lavatory itself, downward and outward in the rear baggage compartment and backward toward the tail. The focus of these radiating lines is in the locality of the front of the blanket compartment.

In considering the nature of the explosive, it should be stated that no evidence of a metallic or glass container for explosive was found. It is possible that they were present somewhere in the half-mile of scattered debris but were not discovered. Neither was any portion of a clockwork mechanism found.

The type of damage found in the region of the blanket compartment is typical of the group of so-called "high explosives." This group includes nitroglycerin, trinitrotoluene, high-strength dynamite, blasting gelatin, picric acid, Tetryl and other nitro-aromatic compounds. These are characterized by the high velocity of their explosive reaction, which reaches 3000 to 8000 meters per second. Because of this very high velocity, these explosives have a very high shattering power (brisance) and produce exceedingly violent damage in the immediate vicinity. The effect is to shatter objects which are close to the explosive, and drive the shattered particles with bullet-like velocity in radiating directions. Of this group only nitroglycerin is particularly sensitive to mechanical shock. This is particularly true if the nitroglycerin is impure and contains free acid. This condition of acidity is sometimes found in "soup" used by safeblowers.

Low explosives, such as gasoline vapor, illuminating gas, black powder or smokeless powder are very much slower in their rate of explosion (below 1000 meters

per second) and produce a generalized "push" rather than a localized shattering.

As to the amount of high explosive necessary to produce the amount of damage noted in this instance, this would necessarily be a crude approximation: It seems likely that about eight ounces of nitroglycerin or an approximately equal amount of blasting gelatine would be required. Lower power explosives such as 40% dynamite, might require two or three pounds to produce this amount of damage.

A statement as to the qualifications of the writer in the field of explosives was requested by Mr. Hoover: During the period of 1918 - 1919 he was engaged in the manufacture of chlorate explosives at the Monmouth Chemical Company and the Rend-Rock Powder Company at Keyport, New Jersey, working in conjunction with the Chemical Warfare Service, United States Army. During the period of 1924 to 1928 he was engaged in special research investigation for E. I. du Pont de Nemours and Company, the problem involving dynamite. Since 1930 he has been the Assistant Director of the Scientific Crime Detection Laboratory of Northwestern University, acting as their specialist in the field of chemistry and explosives, and also for the past two years, as consultant to the Chicago Police Department in matters involving bombing and explosions. For the past three years he has been very frequently called upon to make investigations of explosions in gasoline-filling stations, dry-cleaning establishments, etc., as well as in connection with investigations of bombs and nitroglycerin used for criminal purposes. Several months ago he assisted the local agents of the Bureau of Investigation in the chemical analysis and eventual destruction of seven quarts of nitroglycerin explosive taken in a gang raid.



G. W. Muehlberger

CWM:M

DANA PIERCE, PRESIDENT
A.R. SMALL, VICE-PRESIDENT
D.B. ANDERSON, SECRETARY
L.B. HEADEN, TREASURER

ENGINEERS AND INSPECTORS THROUGHOUT THE UNITED STATES
AND CANADA

CHICAGO, 207 E. OHIO ST.
NEW YORK, 109 LEONARD ST.
SAN FRANCISCO,
1014 MERCHANTS EXCHANGE BLDG.



IN REPLYING
PLEASE REFER TO

207 E. Ohio St., Chicago,

copy
NC-264
3302059

December 21, 1933.

REPORT
ON

CAUSE OF CRASH OF BOEING AIRPLANE NC13304
for
Western Adjustment and Inspection Company,
Chicago, Illinois.

INTRODUCTION

This report relates to an investigation of the cause of the crash of Boeing airplane NC13304, which occurred October 10th at about 9 P.M. in Indiana, killing all seven persons aboard.

The investigation was undertaken at the request of the Western Adjustment and Inspection Company. The United Air Lines afforded the undersigned opportunity to examine the available parts of the wrecked plane, and to take parts for tests to the Laboratories, including several of the damaged blankets; a damaged dispatcher's brief case, and numerous small metal parts. For comparative purposes, the undersigned was permitted to also investigate a plane of similar type and design which was recently damaged by a gasoline explosion.

A resume of this investigation was given verbally by the undersigned in Washington December 13th for the information of Mr. Hoover of the Department of Justice, who requested that a copy of report be forwarded to him as soon as completed.

It is recorded here as a matter of record that in answer to questions by Mr. Hoover regarding my position and experience, I stated in substance that as Chemical Engineer of Underwriters' Laboratories my experience in the investigation of explosions of various vapor and gas-air mixtures,

62-29755-40

particularly gasoline vapor-air mixtures, extends over about twenty years. My experience with high explosives has been mainly during the past six years and includes work with nitroglycerin chiefly, also blasting gelatin, picric acid, TNT, fulminates, and dynamites. I designed and have supervision of the high explosion station of the Laboratories.

OBJECT OF THE INVESTIGATION

Available information indicates that while in flight at an altitude supposed to be about a thousand feet and probably traveling at a speed of about 180 miles an hour, the plane was ruptured near where the washroom was located, as indicated on the accompanying diagram marked "21". Two passengers, the tail group and a number of blankets, a sweater, a dispatcher's brief case, and numerous metal parts fell to the ground. The cabin together with the wings, gas tanks, and engines continued in flight for some distance, reversing the direction of travel and finally crashing to earth when a fire ensued, which burned the combustible parts.

The object of this investigation was to determine whether the rupture of the plane while in flight was caused by an explosion, and, if so, the nature of the explosion.

It is to be noted that the parts of the plane which were subjected to the crash and ensuing fire have not been included in this examination. The conclusions are based on examination of those parts which were found about 1/4 to 1/2 mile away from where the fire occurred. Consideration has been given, however, to the record to the effect that the gas tanks when found were in such condition as to show that they had not been subjected to an explosion.

Evidence as to the history and source of the damaged parts is not included in this report but is a phase of the investigation covered in report by Mr. Bock of the Western Adjustment and Inspection Company. It is in order to state, however, that in my judgment the evidence on this appears to be well substantiated.

EXAMINATION AND TEST RECORD

As indicated above, the damaged parts referred to below fell to the earth immediately following the rupture of the plane while in flight, and were picked up about a quarter to a half mile from the wooded ravine where the crash and fire occurred.

Examination of those parts of the tail group which have been recovered showed that the metal was dented and punctured in a large number of places, as shown by attached

photographs marked "6", "7", "8", and "9", respectively. A number of rivets were sheared, and in some cases the heads of the rivets were torn from the metal. The horizontal and vertical stabilizers and that part of the body of the plane adjacent thereto were not damaged. Several metal parts of the tail group have not been found.

The punctures or holes in the metal referred to above varied in size and shape. The area of these holes was roughly estimated to vary from a fraction of an inch to about 2 sq. in. The boundary-lines of the holes observed were more or less irregular or ragged, and the metal was bent outward, indicating that the direction of travel of the missile or object which caused the puncture was from the inside out, and in a general direction toward the tail.

A large number of small parts of the metal examined were found to be in most cases bent and severely twisted.

The metal water container from the washroom was damaged as shown in photograph marked "10".

The metal stool from the lavatory was flattened perpendicularly for a distance about half its normal height. No evidence of the action of lateral forces on this part was observed.

It is to be noted that all the metal examined, including small pieces found embedded in the brief case and blankets, are of the same nature as that employed in the construction of airplanes of the type under examination.

A wooden section of the floor of the washroom was found to be broken and split in a large number of places, and bent downward, indicating application of a force acting in a downward direction.

The dispatcher's leather brief case is reported to have been in the rear mail pit, which is under the blanket compartment. The leather forming the flap and the front side was filled with punctures as shown in accompanying photograph marked "12". The opposite side of the brief case was not materially damaged, indicating that it was probably face up on the floor of the plane when damaged. It is noted that the leather on the sewed edges is black and appears to have been seared uniformly. The searing was probably done when the brief case was manufactured. What appears to be of much significance is the fact that the edges of many of the punctures are more or less charred, indicating that the missiles or objects which penetrated the leather were comparatively hot. Small pieces of metal varying somewhat in size were found to be embedded in the leather.

A sweater and Boston bag were examined and found to be punctured at a number of places as shown by photograph marked "2". No evidence of charring of any part of the sweater or bag, however, was observed.

Two blankets were examined. Accompanying photographs of these are marked "3" and "4", respectively. These blankets were found to be badly torn and charred in a number of places. Small pieces of metal were found to be embedded in the fibers. No trace of mineral acids was found to be present. Tests for the presence of explosives* gave negative results.

CONCLUSIONS

It appears that at least a large number, if not all the holes in the metal parts of the tail group were produced by objects traveling from inside out at a comparatively high speed. Neither a wind pressure of the order of 200 lb. per sq. ft. nor the force of the fall of the metal parts to earth could cause such perforations in a metal of the strength and toughness of "Duralumin".

The objects which perforated the side of the brief case were evidently hot enough to char the leather. This shows that not only a propellant or percussive force was produced but that there was a source of heat accompanying it, as would be the case on detonation of a high explosive.

The fact that the blankets were torn and charred is also attributed to the action of high explosives. Even under conditions of practically no confinement the development of pressure by high explosives is so rapid, ** the speed of propagation being of the order of several thousand meters per second, and the temperature developed being of a high order, that a fabric such as a blanket, if in contact with or close to the charge, will be shattered or torn and charred.

* Note: High explosives when unconfined, particularly TNT, do not always completely detonate or burn.

** Note: Detonation time milli-seconds for 1/10 kilogram blasting gelatin .01; gun cotton .016; 63 per cent gelatin dynamite .012; data according to Bichel.

In view of the evidence mentioned above, particularly the effects shown by examination of the brief case and the blankets, it is judged that the explosion probably occurred in the blanket compartment.

The pressure effects noted could have been produced by 50 per cent straight nitroglycerin dynamite, or even lower strength dynamite; blasting gelatin, nitroglycerin, TNT, nitroglycol, picric acid, gun cotton or any high (brisant) explosive. It is roughly estimated that the pressure effects observed may have been caused by the detonation of two or three pounds of 50 per cent straight dynamite - one half pound of blasting gelatin or of nitroglycerin. The evidence apparently does not indicate what sort of high explosive was employed. It is considered unlikely however that picric acid or TNT was used.

No wire or pieces of a detonator, batteries, or clock, were found. It is considered unlikely, however, that a time fuse, which would give off fumes as soon as ignited, was employed.

If the explosive was enclosed in a metal container, the latter probably consisted of "Duralumin", as no particles of any other metal were found embedded in the blankets and brief case.

The detonation of a sufficient charge of high explosive in the blanket compartment to produce the effects recorded in this report would have produced an explosive wave of sufficient force to stun the persons aboard and to rupture their ear drums.

Gasoline vapor in air in proportions of approximately 2.2 per cent by volume when confined at an initial pressure of about one atmosphere develops a maximum pressure of the order of about 100 lb. per sq. in. in a period of approximately .017 sec. but would not heat metal objects to a temperature sufficient to char leather. Richer mixtures of gasoline vapor in air would develop a higher temperature effect but a considerably smaller pressure effect.

Assuming a gasoline explosion in the blanket compartment, the initial pressure being of the order of one atmosphere, the forces developed would not be sufficient to account for the destructive and localized effects previously noted.

12/21/33

A gasoline vapor-air mixture under certain conditions may be detonated, with the rapid development of forces of a considerably higher order than those produced by an ordinary gasoline explosion (vibratory phase). It would hardly be possible, however, under the conditions prevailing for a detonation of gasoline vapor in the washroom or blanket compartment to occur. If a detonation of gasoline vapor had occurred in the cabin, the plane would have been completely wrecked while in flight.

In the opinion of the undersigned, the cause of the crash of this plane was primarily due to, or at least was accompanied by, an explosion which was produced by a high (brisant) explosive.

Respectfully submitted,



A. H. NUCKOLLS
Chemical Engineer

AHN:BIS

WESTERN ADJUSTMENT AND INSPECTION COMPANY

ESTABLISHED 1885

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J. K. NELSON, Asst. Genl. Mgr.
H. M. GREENBERG, General Adjuster
T. C. REED, General Adjuster
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R. M. RYAN, Special Risks Supt.

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SPECIAL RISKS DEPARTMENT

December 29, 1933

Mr. Thorp Hiscock, Vice President
United Air Lines, Inc.
LaSalle Wacker Building
Chicago, Illinois

RE: ACCIDENT INVOLVING BOEING NC-13304
OCCURRING SEPTEMBER 10, 1933
NEAR CHESTERTON, INDIANA

Dear Sir:

Confirming with a request of Mr. J. Edgar Hoover, Director of the Department of Justice, that we submit a brief resume of our findings on above accident, we are addressing this communication to you to be incorporated with your report, the report of Mr. A. H. Nuckolls, Chemical Engineer of the Chicago Office of the Underwriters Laboratories, and the report of Dr. Muehlberger of Northwestern University.

Our position in the matter was that of investigators and adjusters for the United States Aviation Underwriters who carried a policy of insurance against the peril of explosion on this airplane.

Immediately upon receipt of information about the accident the writer, accompanied by our Mr. R. M. Ryan, Superintendent of Special Risk Losses, visited the scene of the accident where we observed the charred remains of the fuselage, wings, and motors. Identification of the ship was made by the unburned portion of one wing and the numbers on the motors.

From the position of the various parts which could be readily identified it was ascertained that the ship struck the ground inverted. We also inspected the tail group consisting of rudder, vertical fixed stabilizer, horizontal stabilizers, flippers, and a portion of the extreme tail end of the fuselage which were lying in a plowed field approximately one-half mile West of the main wreckage. Scattered about this field were various parts of the airplane identified as being part of the mail pit, stewardess' compartment, blanket compartment, and toilet compartment, and also parts belonging to the seats in the main cabin. These objects were of various sizes and shapes and all were torn from the inside out as though penetrated by obstacles traveling at high velocity.

We next attended the coroner's inquest conducted by Coroner Carl M.

RE: ACCIDENT INVOLVING BOEING NC-13304

Davis of Porter County, Indiana where we listened to the testimony of five witnesses which in substance indicated that the ship was flying on a level keel, apparently in no trouble, in a Westerly direction at an altitude of from 1000 to 1200 feet. There was a sharp report as from an explosion which rattled windows in houses at least one-half mile away. The testimony further indicates there was no fire immediately following the explosion and that the ship reversed its direction and was next seen headed East in a steep glide and finally crashed into the ground where the gas tanks burst, fire ensuing which consumed most of the wreckage. The testimony further indicated that the motors were heard to continue functioning until the ship struck the ground.

Five bodies were recovered from the main wreckage, and two bodies identified as passengers who are thought to have occupied seats nine and ten which are the two rear seats of the cabin were found approximately three quarters of a mile due West of the main wreckage.

It is thought that when the explosion occurred the inertia carried the ship forward a short distance before the forward motion was overcome and that the two passengers were thrown out when the ship reversed its direction and flew inverted into the ground at a point about three quarters of a mile due East of where the bodies dropped.

After carefully scrutinizing the parts not damaged by fire and parts that were found at a considerable distance from the main wreckage and summing up the testimony of the witnesses, we were of the opinion that a violent explosion had occurred within the airplane and we requested that all of the parts be transported to Chicago for future reference.

We then solicited the aid of the Underwriters Laboratories and secured the services of Mr. A. H. Nuckolls, their Chemical Engineer who is an authority on explosives. Various articles which were identified by the writer as having been a part of or in this airplane were submitted to the Underwriters Laboratories for examination and scientific and chemical analysis. You have a copy of their report which is self-explanatory and which corroborates our theory that a violent explosion occurred within the airplane and was the direct result or at least a contributing factor in the destruction of the airplane.

In conclusion we might add that we considered the results of our investigation to be conclusive enough to recommend that the United States Aviation Underwriters recognize a claim for explosion damage in the amount of \$62,321.69.

There were, of course, numerous phases of the investigation which are not covered by this report but it will be our pleasure to give you whatever additional information you may require.

Respectfully yours

N. C. Bock
N. C. BOCK, Adjuster

NJB:CN

"CO-OPERATION IS THE FLOWER OF CIVILIZATION"

Mr. Nathan
Mr. Foster
Mr. Clegg
Mr. Edwards
Mr. Egan
Mr. Hughes
Mr. Quinn
Mr. Lester
Mr. Loke
Mr. Cowley

January 5, 1934.

MEMORANDUM

Colonel Gates telephoned with reference to the article appearing in the Washington Post this morning in which a statement is set forth, alleged to have been made by the Attorney General, to the effect that the United Air Lines plane was destroyed on October 10, 1933 by a bomb. I advised Colonel Gates that we are expecting a report upon this matter from the United Air Line representatives who called at my office several weeks ago, and that I felt we should make no statement concerning the cause of the crash.

Interference

RECORDED
&
INDEXED

JAN 13 1934

62-29755-141	
DIVISION OF INVESTIGATION	
JAN 12 1934 A.M.	
U. S. DEPARTMENT OF JUSTICE	
One	FILE

✓

January 10, 1934.

RECORDED 62-29755-40

JAN 12 1934

MEMORANDUM FOR ASSISTANT ATTORNEY GENERAL KEENAN

I am attaching herewith copy of a summary report prepared by Special Agent J. J. Keating, at Chicago, Illinois, on November 14, 1933, entitled Unknown Subjects - Crash of United Air Lines Transport Plane #NC-13304.

I am also enclosing herewith photostatic copy of a letter addressed to this office by Mr. Thorp Hiscock, Vice President of the United Air Lines, under date of December 29, 1933, together with its enclosures, consisting of a report of the examination of the wreckage, dated December 26, 1933, signed by C. W. Muehlberger; a report of the cause of the crash, dated December 21, 1933, signed A. H. Nuckolls, Chemical Engineer; a letter addressed to the United Air Lines by C. W. Muehlberger, dated October 14, 1933; a letter addressed to Mr. Thorp Hiscock, Vice President of the United Air Lines, dated December 29, 1933, regarding accident involving Boeing plane, signed H. J. Bock, Adjustor, together with twenty photographs and two blueprints all of which accompanied the letter addressed to this office dated December 29, 1933, by Mr. Thorp Hiscock, of the United Air Lines.

A copy of the summary report in this case was sent to Mr. Richard S. Paulett, of the Aeronautics Branch of the Department of Commerce, on November 18, 1933, and I am at this time forwarding to Mr. Paulett a copy of the letter received from Mr. Thorp Hiscock, dated December 29, 1933, with its enclosures.

I thought you should be fully informed, and that you should have an opportunity of considering the facts disclosed by the investigation made by this Division at Chicago, and elsewhere, as well as the facts disclosed through the technical investigation made by the United Air Lines, and the Department of Commerce.

It will be appreciated if after consideration of this material, you will advise whether any further investigation should be made, or the facts submitted to the United States Attorney.

Under date of January 2, 1934, I received a communication from my Chicago Office advising that information had been received there

* 1010101 *

RECORDED
JAN 10 1934

Memo for Mr. Keenan

- 2 -

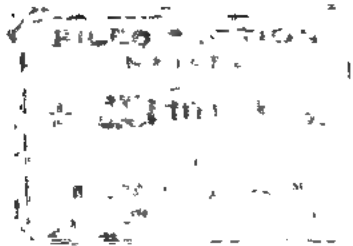
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from the brother of the deceased pilot, indicating that because the deceased had not joined a Union, some inferential threats had been made against him. I have suggested to the Chicago Office that they look further into this particular case, and I will advise you fully upon receipt of a report.

Very truly yours,

Director.

Incl. #683207



ADDRESS REPLY TO
"THE ATTORNEY GENERAL"
AND REFER TO
INITIALS AND NUMBER

DEPARTMENT OF JUSTICE

WASHINGTON, D. C.

WGG:FF



January 17, 1934.

JAN 19 1934 AM

MEMORANDUM FOR MR. HOOVER.

Receipt is acknowledged of your memorandum dated January 10, 1934, in reference to the crash of a United Air Lines Transport plane on October 10, 1933.

The evidence so far procured in this matter tends to demonstrate very clearly that the crash of the plane and consequent loss of life was caused by high explosives placed in the plane by unknown subjects. I think that this investigation should continue and the facts be presented to the proper U. S. Attorney.

Joseph B. Keenan
JOSEPH B. KEENAN,
Assistant Attorney General.

*Adm
Sac Chicago
1/25/34
JMK*

RECORDED

JAN 26 1934

62-29755-42	
DIVISION OF INVESTIGATION	
JAN 18 1934 P.M.	
U. S. DEPARTMENT OF JUSTICE	
one	FILE

DEPARTMENT OF COMMERCE

AERONAUTICS BRANCH

WASHINGTON

January 18th

1 9 3 4

Mr. J. E. Hoover,
Director, Division of Investigation,
Department of Justice,
Washington, D. C.

Re: Accident - Chesterton, Ind.
October 10, 1933.
NC-13304.

Dear Sir:

This is to acknowledge and thank you for
your communication of January 10th, together
with enclosures (twenty-two exhibits consisting
of photographs and blueprints) relative to the
above-captioned crash.

Yours very truly,



Richard S. Paulett,
Chief, Enforcement Section.

RECORDED
JAN 20 1934

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DIVISION OF	INVESTIGATION
JAN 19 1934 A.M.	
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RECEIVED

62-27755-42

January 25, 1934

RECEIVED

JAN 26 1934

Special Agent in Charge,
Division of Investigation,
U. S. Department of Justice,
1900 Bankers' Building,
Chicago, Illinois.

Dear Sir:

Your attention is invited to Division letter dated January 9, 1934 in the matter entitled UNKNOWN SUBJECTS, CASE OF CRIMED AIR LINE AIRCRAFT PLANE #10 13534, requesting investigation of the allegations made by Mr. J. I. Ruby to the effect that his brother, the deceased pilot of the plane, had been inferentially threatened by the pilots' union.

The Division desires that this lead be given attention and that the file in this case be reviewed for any possible leads. After the completion of this review, the facts should be submitted to the proper United States Attorney for his opinion as to prosecution.

Very truly yours,

Director.



45

TNS:CSH
62-29755-42

January 25, 1934

JAN 26 1934

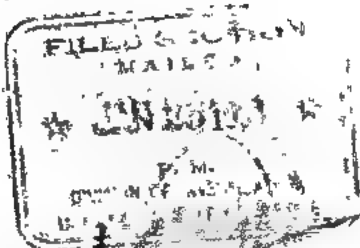
MEMORANDUM FOR ASSISTANT ATTORNEY GENERAL KEENAN

Reference is made to your memorandum of January 17, 1934, concerning the crash of a United Air Lines transport plane on October 10, 1933.

In accordance with your request, the Chicago Office of this Division has been requested to continue the investigation and upon its completion to submit the facts to the proper United States Attorney for his opinion as to prosecution.

Very truly yours,

Director.



113

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT **CHICAGO, ILLINOIS**

FILE NO. **62-1691**

REPORT MADE AT Chicago, Ill.	DATE WHEN MADE 2/19/34	PERIOD FOR WHICH MADE 2/6 to 2/13/34	REPORT MADE BY W. CARTER BAUM LM
TITLE UNKNOWN SUBJECT			CHARACTER OF CASE CRASH OF UNITED AIR LINES TRANSPORT PLANE NO. 10-15304

SYNOPSIS OF FACTS:

L. I. Ruby, brother of co-pilot Ruby of ill-fated plane, stated that Pilot Lorne, Cleveland, Ohio, was the pilot who had inferentially threatened Ruby for not joining the Pilots' Union. E. P. Lott, vice-president, United Air Lines, submitted the list of passengers who had cancelled their reservations for Trip #23 on October 10, 1933.

P.

REFERENCE

Report of Special Agent J. J. Keating, Chicago, Illinois, dated 11/14/33.

Chicago Office letter to Division dated 1/2/34.

Division letters to Chicago dated 1/9/34 and 1/25/34.

DETAILS:

AT CHICAGO, ILLINOIS.

DETAILS:

Mr. L. I. Ruby was employed by Harold Egan & Company, Room 1719, Bankers Building, Chicago, Illinois. He called at the Chicago Division Office and indicated that his brother, the co-pilot of the plane which crashed on October 10, 1933, A. T. Ruby, had not joined the Pilots' Union, and because of his action in this regard he had been subjected to various embarrassments. It appeared that on the occasion a pilot asked Ruby if he intended to join the union and received a negative response, the pilot replying that that was all he wanted to know. On the return trip the pilot appeared at the airport dressed in a heavy winter flying suit although the weather was still

DO NOT WRITE IN THESE SPACES

APPROVED AND FORWARDED: 	SPECIAL AGENT IN CHARGE	62-24755-44 UNITED STATES FEB 21 1934 BUREAU OF INVESTIGATION ROUTED TO:	RECORDED AND INDEXED CHECKED OFF: MAR 8 1934 JACKETED:
COPIES OF THIS REPORT FURNISHED TO: Division - 3 Salt Lake - 2 New York - 3 Detroit - 2 Chicago - 3			

warm. During this trip the heavily dressed pilot kept the windows in the pilot's section open all the time so that Ruby suffered intensely from the cold. At the time of his first call at this Office Mr. Ruby did not know the name of the pilot, but said that he would obtain this name. Mr. Ruby was interviewed on February 6, 1934, after he had been requested by phone to secure this information. He said that the pilot who had so threatened his brother was one Larned of Cleveland, Ohio. He also indicated that he understood that when the union trouble was brewing between the pilots and the United Air Lines, that Mr. Lott, the operating manager in Chicago, Illinois, had called in the various pilots one by one, and had questioned them regarding their allegiance to the company, and had made a list of the pilots, placing them in three classifications which were: strongly union, those not decided, and those loyal to the company.

Since the crash of the plane in question, Mr. Ruby said that there had been two other crashes of United Air Lines planes, one in the vicinity of Joliet, Illinois, and the other in the vicinity of Portland, Oregon. He said that inquiry into the union activities of the various pilots involved in these crashes might be of interest, although he had not had time to make any investigation in this regard.

For the information of the Detroit and the New York Offices, it will be noted that the first letter of reference from the Division suggested that the complaint of Mr. L. L. Ruby that his brother, the co-pilot, had been inferentially threatened be further developed, and that it be ascertained whether this particular pilot had any opportunity of placing any object on board the plane in question on October 10, 1933.

The second letter of reference suggested the development of the above mentioned lead, and it also suggested a review of the file, and indicated that after this review had been completed that the facts in the case should be submitted to the proper United States Attorney for his opinion as to prosecution.

Mr. E. P. Lott, operating manager and vice-president of the United Air Lines, with offices at 5936 South Cicero Avenue, was interviewed on February 8, 1934, at which time he stated that Wharton E. Larned was a pilot employed by that company, and that his address was 24157 Lastick Road, North Olmstead, Ohio, which is a suburb of Cleveland. The record of Larned showed that on October 10, 1933, he left Newark, N. J. airport at 12:30 A.M. and arrived in the Cleveland, Ohio, airport at 3:36 A.M. Larned remained at this post until 4:20 P.M. on October 11, 1933, when he left on Trip #4. It seems that the plane No. NC-13304 arrived at Cleveland, Ohio, from Newark, N. J. at about 6:57 P.M. on October 10, 1933. It will,

therefore, be seen that Larned was in Cleveland or the vicinity at the time that this plane arrived, although Mr. Lott said that it was very doubtful that Larned would have been at the flying field at that time, but would rather have been at his home or with friends. Mr. Lott admitted the fact that he had questioned the various pilots and co-pilots at the time of the union activities and threatened strike during the last week in September 1933. He said that he started this questioning about twenty-four hours before the alleged strike was supposed to start. He said that he was anxious to know just how many pilots he could definitely count on, since it was the determination of the United Air Lines to continue operations in spite of the pilots' strike if it should develop. He said that he did not interview all of the pilots of course, but only those pilots who arrived at the Chicago airport during the hours in question. Among the pilots whom he did question, however, were Larned, Tarrent and Ruby. He stated that Larned had indicated that he stood with the union and intended to stand by the other men in their endeavor to obtain higher wages. Tarrent was in the class which indicated that he had not made up his mind. Ruby had indicated that he intended to stand by the company. Mr. Lott said that from his observations he considered Larned an excellent pilot, and while it was very possible that this man may have subjected Ruby to the inconvenience mentioned, it was very unlikely that he would resort to any actual violence; that, in fact, Larned was one of the pilots who had assisted the company tremendously in getting the pilots "back to earth." After the union trouble had been settled, the threatened strike did not develop in spite of the new wage scale which was put into effect by the United Air Lines.

Mr. Lott said that Larned has a tendency to blush and to stammer, and that these peculiarities would undoubtedly come to the fore if he were questioned about this matter.

Mr. Lott said that he did not think that the union had anything to do with the crash in question or with the other two crashes. He said that the crash near Joliet, Illinois, was that of a United Air Lines plane coming from St. Louis with only the chief pilot, the co-pilot and the stewardess aboard since it was not on a regular passenger schedule, but was merely for the purpose of delivering the plane for service in Chicago. All of these three persons were killed in this crash, and the reason for the crash has been a mystery Mr. Lott said. He also stated that his schedule showed that the pilot who was flying the plane near Joliet had been one of those who had indicated that he was with the union, and the co-pilot or mate aboard this plane had just entered the service of the United Air Lines, and in consequence his union affiliations had not been determined.

and he had scarcely had time to be definitely approached on this matter.

In connection with the crash at Portland, Oregon, Mr. Lott said that the cause of this crash had been determined and that it had been decided that the crash was caused by an error in judgment on the part of the chief pilot, who was killed in said accident. It appears that the airport at Portland, Oregon, lies in a hollow or valley, and it is the custom to take-off and swing around avoiding the side of a hill or mountain in doing so. There was a fog at the time of this take-off and the pilot allowed the plane to leave the field at an angle instead of on the path usually taken, which placed him nearer to this hill than he would otherwise have been, and in consequence the crash ensued.

Mr. Lott said that the various officials in the air line had been convinced that the crash on October 10, 1933, was caused by some high explosive placed in the blanket compartment of this plane, although he said that no conclusion had ever been reached as to the reason for the placing of this explosive on board the plane, or as to the identity of the person who placed the explosive in that compartment.

Mr. Lott stated that the Air Lines Pilots' Association was the union to which he referred, and that one David L. Behncke was the president. One Edward G. Hamilton was the business agent, and one Jack Oats was also a business agent. Behncke is supposed to be unpaid, and the question is now up to the pilots as to whether he should resign from the United Air Lines and receive a salary as president of the union, or whether the president should remain an unpaid officer. Edward G. Hamilton, a former air line pilot, is now receiving pay from this union, but does not do any flying for any regular transport line. Jack Oats, formerly operated the flying service in the vicinity of Chicago, Illinois. Mr. Lott stated, and of the three would be the only one who would have any possibility of gangster associations. Mr. Lott did not know that Oats had ever flown planes for gangsters, but said that gangsters usually used the type of service which Oats operated at one time.

It is noted that this pilots' association is carried in the telephone directory as the International Air Line Pilots' Association, and is located at 3145 West 63rd Street, and the telephone number is Hemlock 5015. Mr. Lott said that this association was affiliated with the American Federation of Labor.

A review of the file indicates that the various phases of this case have been fully developed except that no explanation has been given as yet to the package that Emil Smith was carrying while he was a passenger on this plane.

Reference is made to the report of J. J. Keating, dated 11/14/33, in which Mr. Keating, a reporter of the Chicago Tribune, indicated that Smith had been in New York in connection with a rum boat transaction; and that this man had had difficulties with a woman, Nellie Ralston, 5045 Winnemac Avenue, Chicago, Illinois. This reporter also was aware of the fact that Smith had taken out insurance before making this trip. Due to these allegations, although the previous investigations indicate that Smith was of good character, it would appear to be advisable to interview Nellie Ralston for any information that she may have.

Under date of February 12, 1934, Mr. E. P. Lott furnished to Agent by letter a list of the various parties to be interviewed for definite information as to the reason for the cancellation of this trip, although it is doubtful if this warrants extensive investigation to locate parties who may now be difficult to locate through hotel records and the like. The list is as follows:

"Gragg reports the following record of passengers who had space reserved on Trip 23 of October 10 and were cancelled or transferred;

R. C. MacFall (or McPhall) had space reserved on Trip 23 of October 10 but transferred to Trip 21. Mr. MacFall's address is shown on the Auditor's coupon of his ticket as 11 Bolton Place, Radburn, N. J. (Radburn is given on the Auditor's coupon as Mr. MacFall's address but we find no such city in the Atlas or Railroad Guide. This may have been intended for Red Bank and the clerk who wrote this down may have misunderstood what the passenger told him.)

Lou Fox originally had reserved space on Trip 23 of October 10 but transferred to Trip 5. His address is given on the Auditor's coupon of his ticket as 220 South State Street, Chicago.

Gragg also reports that Chas. Gates "a Denver Rubber Man" was transferred from Trip 23 of October 10 to Trip 23 of October 11. We can find no record of this passenger riding on Trip 23 of October 11.

Conroy reports as follows:

H. Brown booked for Trip 23 of October 10 failed to show up for this trip but flew from Newark to Chicago on Trip 9, Thursday, October 12. Mr. Brown was traveling on the return portion of his Chicago-New York ticket. His address is shown on the Auditor's coupon as H. L. Brown, Board of Trade Bldg., Chicago.

M. C. Ewald (believed to be Treasurer of Pierce-Arrow) was booked on Trip 23 of October 10 but failed to show up for that trip and flew from Newark to Chicago on Trip 17 of October 10. His address is shown on the Auditor's coupon of his ticket as M. C. Ewald, 532 Payne, North Tonawanda, N. Y.

Dr. H. V. Spaulding, whose address is given by Conroy as 115 East 61st Street, New York City, was booked for Trip 23 of October 10 but cancelled and flew from Newark to Chicago on Trip 17 of the same date.

Miss Ann Crenshaw was booked for Trip 23 of October 10 but cancelled and flew from Newark to Chicago on Trip 17 of the same date. Mr. Conroy gave the address of Miss Crenshaw as being the same as Dr. Spaulding's, 115 East 61st Street, New York City, but the Auditor's coupon of her ticket shows her address as 320 East 42nd Street, New York City.

Mr. B. Gaurd had reservation from Newark to San Francisco to leave on Trip 23 of October 10, but cancelled, giving illness as the reason for the cancellation. We have no address for this party.

Mr. Gormley who had reserved space on Trip 23 of October 10 to Cleveland and on to Louisville, cancelled and flew to Cleveland on Trip 17 of the same date. His address is given as 25 Broadway, New York City. We have no record of Mr. Gormley's initials.

A Mr. Bennett whose address is given as the Lexington Hotel, New York City, was booked on Trip 23 of October 10 but cancelled. We have no further address for this passenger.

A Mr. Stein whose address is given as the Pennsylvania Hotel New York City, had reserved space on Trip 23 of October 10 from Newark to Cleveland but cancelled. We have no further address for this passenger.

Frank Cohen, whose address is given on his ticket as 146 Central Park West, New York City, had reserved space on Trip 23 of October 10 but cancelled his reservation on this trip and transferred it to Trip 9 of October 12."

There is also set forth in this report a list of the passengers who had traveled on this plane from October 1, 1933 to October 10, 1933. The number of these passengers and the results to be obtained from interviewing them are such that no leads are being indicated at this time for interviews with any of these passengers, but it is requested that the various offices to which this report is sent notice these various names in order to determine whether any of the persons mentioned may be identified as parties likely to be engaged in criminal pursuits, and particularly such crimes as would necessitate the carrying of high explosives such as nitroglycerin.

"TRIP 16 - October 1, 1933

<u>TICKET NUMBER</u>	<u>FROM</u>	<u>TO</u>	<u>NAME & ADDRESS OF PASSENGER</u>
161-17011	Chicago	Toledo	A. Chlander, 205 Wacker Dr., Chicago
102-12457	"	Cleveland	R. V. Hyland, 11 W. 42nd St., New York C.
BSK4-467	"	Newark	S. Langendorf, Hotel Lark Hopkins, San Francisco
			(Out of San Francisco 8:20 A.M. Sept. 27)
171-1726	Chicago	Newark	O. L. Finn, 26 Grove St., New York City
172-2189	"	"	E. Carher, 908 J. Mitchell St., Milwaukee, Wis.
122-6765	"	"	J. E. McAuliffe, c/o Conduit Cable Co., Brooklyn, N. Y.
122-6830	"	"	F. Labe, 29 W. 30th St., New York
122-7079	"	"	Mrs. E. H. Amerpohl, 56 S. Main, Janesville, Wis.
122-7080	"	"	E. H. Amerpohl, 56 S. Main, Janesville
102-12607	Toledo	Cleveland	Mr. Dykeman, 2117 Robinwood Ave., Toledo
NSK4-2412	Cleveland	Newark	Max Karmastein, Hollenden Hotel, Cleveland
			(Refund made on Newark to Cleveland Portion of ticket)
102-11202	Cleveland	Newark	L. Bleet, Hollenden Hotel, Cleveland

TRIP 21 - October 2, 1933

<u>TICKET NUMBER</u>	<u>FROM</u>	<u>TO</u>	<u>NAME & ADDRESS OF PASSENGER</u>
171-2230	Newark	Chicago	Mrs. W. H. Wilson, 230 Park Ave. New York
171-2281	"	"	W. H. Wilson, 230 Park Ave. New York
171-2471	"	"	Bertram E. Linde, Red Bank, N. J.
171-2523	"	"	C. H. Granger, Waterbury Clock Co. Waterbury, Conn.
171-2529	"	"	J. R. Sheldon, Waterbury Clock Co. Waterbury
13K3-2864	"	"	Sam Seiff, 505-8th Ave. New York
103-5765	"	"	William Hox, 341 Madison Ave. New York
NSK4-1164	Cleveland	"	S. A. White, Hanna Bldg., Cleveland
123-5969	"	"	W. H. Goldsmith, 718 Chester - 9th Bldg. Cleveland

TRIP 20 - October 3, 1933

<u>TICKET NUMBER</u>	<u>FROM</u>	<u>TO</u>	<u>NAME & ADDRESS OF PASSENGER</u>
102-12453	Chicago	Cleveland	W. Cornwell, 1200 Wrigley Bldg. Chicago
N4-3977	"	"	H. A. Chetham, 4201 S. Halsted, Chicago
N4-3902	"	"	Howard Hall, Cedar Rapids, Ia.
122-3783	"	Newark	E. S. Jeffries, 227 E. 45th St. New York
172-2316	"	"	J. P. Gentry, 619 W. Chicago Ave. Chicago
171-2443	"	"	T. R. Scholl, Hotel Biltmore, New York
171-2311	"	"	H. W. Thomas, 649 Clinton St. Bridgeport, Conn.
171-2310	"	"	R. Lamb, 213 Fountain St. New Haven, Conn.
171-2309	"	"	V. W. Frenson, Stano Plain, Danbury, Conn.
171-1954	"	"	C. L. Green, 463 West St. New York
123-5161	Cleveland	"	S. A. Jeronsek, 15026 Merimada, Cleveland

TRIP 11 - October 2, 1933

<u>TICKET NUMBER</u>	<u>FROM</u>	<u>TO</u>	<u>NAME & ADDRESS OF PASSENGER</u>
NO725-2165	Newark	Cleveland	B. W. Henderson, 110 W. 57th, New York
101-18333	"	"	S. G. Ross, 2115 Lenox St. Cleveland
102-14440	"	Chicago	C. L. Stilesen, 75 Varian St. New York
503-5687	Cleveland	"	Dante Pierce, c/o Wallace Homestead Co., Des Moines, Ia.
123-5922	"	"	Chas. Bunn, 1st Nat'l Bk. Bldg. St. Paul
123-5923	"	"	C. Tamm, 319 1/2 S. Washington St. Butte, Montana

TICKET NUMBER	FROM	TO	NAME & ADDRESS OF PASSENGER
123-5958	Cleveland	Chicago	J.C. Terwin, c/o Chain Bell Co, Milwaukee
127-156	Toledo	"	S.W. Bratz, Jr., Fort Leigs Hotel, Toledo

TRIP 24 - October 4, 1933

123-1590	Chicago	Cleveland	A.L. Bieker, 5023 N. 35th St., Milwaukee
503-2855	"	"	E.E. Spetman, City Hall, Council Bluffs Ia.
124-4271	"	"	H.R. Sullivan, 308 Euclid Ave., Cleveland
124-4272	"	"	B.C. Sullivan, 308 " " "
124-5167	"	"	E.E. Angerine, Internal Revenue Bldg., Washington, D.C.
124-5549	"	"	T.W. Farrel, Westfield, Pa.
102-14487	"	"	J.W. Haslam, 714 Boalbond, Westfield, NJ
112-3159	"	"	Pilot Meskimon, Boeing Air Transport (On company business)

TRIP 25 - October 4, 1933

123-5928	Cleveland	Chicago	F.E. Bensley, 180 E. Miller St., Akron, O
123-5929	"	"	H.L. Schmetz, 110 S. Dearborn, Chicago
123-5930	"	"	J.M. Carson, 1826 Diversey Pkwy., "
123-5931	"	"	J.R. Rutheford, Palm Olive Bldg., "
123-5932	"	"	B.C. Kilpatrick, 308 S. Michigan "
173-1655	"	"	Frank K. Moss, Lela Park, Cleveland
173-1820	"	"	M.W. Achelson, Jr., 1927 Oilbor Pk., Pittsburgh, Pa.
104-3900	"	"	H.O. Harriman, 2200-71 LaSalle Bldg., Chicago
503-3931	"	"	A.S. Hanford, Jr., c/o Hanford Airlines Sioux City, Ia.

TRIP 2 - October 5, 1933

503-4480	Chicago	Cleveland	Mrs. T. Halloran, 801 S. Citrus Ave Los Angeles, Calif.
503-4482	"	"	Miss Lucile Altem, 833 S. Marlboro, Los Angeles
102-13164	"	"	C.J. Bourc, Union Trust Bldg., Washington, D.C.
504-4146	"	Newark	James Bradley, 461 Market St., San Francisco
104-4391	"	"	Fred Searls, 14 Wall St., New York
122-7029	"	"	H.R. Palibin, 20 N. Tacker Dr., Chicago

TICKET NO.	FROM	TO	NAME & ADDRESS OF PASSENGER
102-14903	Chicago	Newark	R. E. Thompson, 708 W. 37th St. Des Moines
101-18169	"	"	Mrs. J. E. Barrett, Biltmore Hotel, Oklahoma City, Okla.
178-454	Cleveland	"	M. Barber, 535 Leader Bldg. Cleveland
126-5283	"	"	T. L. Girdler, 1314 Union Trust Bldg. Cleveland

TRIP 21 - October 5, 1933

125-3657	Newark	Cleveland	H. M. Berger, Taft Hotel, New York
102-13819	"	"	S. Fishgrund, 2303 University, Canton Ohio
PK3-420	"	Chicago	L. Schlesinger, c/o Warner Bros. Hollywood, Calif.
504-4106	"	"	E. F. Jones, 370 Second St. San Francisco
121-4460	"	"	J. C. Sickles, 745-5th Ave. New York
121-4461	"	"	E. S. Andrews, 745-5th " " "
103-5018	"	"	D. L. Coplin, 29 Broadway, New York
121-5098	"	"	Mrs. B. Stein, Warwick Hotel, New York
123-5940	Cleveland	"	D. S. Harrington, 350 E. 22, Chicago
123-5991	"	"	S. B. Adams, 350 E. 22, Chicago
123-5992	"	"	E. Carpenter, c/o N. B. C., Chicago

TRIP 12 - October 6, 1933

FL2-2869	Chicago	Cleveland	Dr. H. B. Wright, Hanna Bldg. Cleveland
102-18167	"	"	G. R. Lloyd, 134 S. LaSalle, Chicago
NSK1-3745	"	Newark	G. R. Strong, Lewiston Devonshire Rd. Sutton Surrey, England
502-4375	"	"	Mrs. Jean Jablon, 3609 Verdie Oak Dr. Hollywood
122-6799	"	"	L. Holtz, 25 Central Pk, West, New York
122-6800	"	"	B. Baker, 1719-62d St., Brooklyn, NY
12K2-7047	"	"	S. Lippie, 56 North St., New York
122-7098	"	"	J. Lamport, 22 S. Market St., Chicago
126-4974	Cleveland	Newark	Major H. A. Clark, Beaumont Hospital El Paso, Tex.
125-4975	"	"	E. C. Lisbee, 250 W. 37th, New York
102-14463	"	"	R. Wolpert, 118 E. 88th St. New York

TRIP 21 - October 6, 1933

<u>TICKET NO</u>	<u>FROM</u>	<u>TO</u>	<u>NAME & ADDRESS OF PASSENGER</u>
135-3634	Newark	Cleveland	H. Kempf, 145 W. 55th St., New York
171-2524	"	Chicago	E. N. Edwards, Court House, Minicola, NY
104-1411	"	"	M. F. Davis, Cornwall-on-Hudson
121-5182	"	"	" " " " NY
121-5183	"	"	J. J. Frankin, Forest Hills, L.I.
501-15997	"	"	D. H. Weeks, 1 Wall St., New York
501-15998	"	"	W. Dorst, 215 Market St., San Francisco
103-4507	Cleveland	"	Mrs. W. Dorst, Winchester Dr., San Francisco
123-5975	"	"	Max Hartwig, 9306 Carnegie Ave., Cleveland
123-5976	"	"	Miss P. Purchart, 1900 Euclid Ave., Cleveland
123-6005	"	"	Miss H. C. Bardons, " " " " Cleveland
			Violet Arkenhead, 245 E. 210 St., Euclid, Ohio

TRIP 20 - October 7, 1933

<u>TICKET NO</u>	<u>FROM</u>	<u>TO</u>	<u>NAME & ADDRESS OF PASSENGER</u>
173-1807	Chicago	Cleveland	Miss F. Baird, 722 Jackson Place, Washington, D.C.
124-4462	"	"	J. H. Pieger, 412 S. Wells St., Chicago
124-5556	"	"	L. H. Williston, West Lake Hotel, Cleveland
101-13440	"	"	E. W. Connery, c/o General Elec. Co., Nela Park, Cleveland
171-1930	"	Newark	W. J. Dee, 9 E. 41st St., New York
171-2273	"	"	Iola Maringer, 13 W. 54th, New York
103-4979	"	"	Mr. Madsen, 72 Wall St., " "
122-6189	"	"	D. Kagslon, 45 W. 18th St., " "
122-6858	"	"	Mr. Kramer, 10 S. LaSalle, Rm. 846, Chicago
122-6959	"	"	W. Ruther, 47 E. 61st St., New York
178-692	Cleveland	"	D. Davenport, 1130 Hanna Bldg., Cleveland

TRIP 1 - October 8, 1933

<u>TICKET NO.</u>	<u>FROM</u>	<u>TO</u>	<u>NAME & ADDRESS OF PASSENGER</u>
171-8355	Newark	Chicago	W. F. Merkel, 154 E. 85th St., New York
NSK4-3733	"	"	W. W. Kirk, 1440 Broadway " "
103-4236	"	"	Wilma Pooler, 126-G-M, Culver City, Calif.
504-4103	"	"	F. E. Bolcher, 2 Pine St., San Francisco
103-5021	"	"	Geo. Jessel, Lombardy, New York
121-5133	"	"	G. Bolton, c/o Sheridan Plaza, Chicago
100-11039	Cleveland	"	Lat O'Keefe, 224 S. 8th St., Council Bluffs, Ia.
100-11070	"	"	John Lyrtuo, 615 S. 7th St., " Bluffs, Ia.

TRIP 24 - October 8, 1933

<u>TICKET NO.</u>	<u>FROM</u>	<u>TO</u>	<u>NAME & ADDRESS OF PASSENGER</u>
173-1654	Chicago	Cleveland	Miss L. Erickson, 1712 E. 9th St., Cleveland
173-1791	"	"	Miss Toland, 12000 Park, Cleveland
124-5533	"	"	J. H. McDaniel, 5000 S. California Ave., Chicago
124-5564	"	"	Willis, Strohm, 5000 " " Chicago
102-11744	"	"	J. A. Flock, 27 Gertrude St., Latrobe, Pa.
124-5777	"	"	Lilly Chow, 2327 Wentworth Ave., Chicago
102-12403	"	"	W. Felfelder, 66 Leacock Blvd., Pittsburgh
102-14470	"	"	L. J. Walber, 1014 Park, Cleveland

TRIP 25 - October 8, 1933

<u>TICKET NO.</u>	<u>FROM</u>	<u>TO</u>	<u>NAME & ADDRESS OF PASSENGER</u>
NSK4-2396	Cleveland	Chicago	Miss Ivy Clarence, 4952 Ingleside Ave., Chicago
123-5031	"	"	W. H. Souder, 30 Scott St., Chicago
123-5032	"	"	Mrs. W. H. Souder, 30 Scott St., " "
123-5033	"	"	Fr. Bano, 850 E. 53, Chicago
123-5034	"	"	Frank Holle, 1112 Clarence Ave., Oak Park, Ill.
102-12331	"	"	Jos. P. Keenan, 10 Heskett Lts., Washington, D. C.
102-12332	"	"	Adlai E. Stevenson, 1453 - 30th St., Washington, D. C.
102-12333	"	"	H. A. Koff, Dept. of Agriculture, Washington, D. C.

TRIP 14 - October 9, 1933

<u>TICKET NO.</u>	<u>FROM</u>	<u>TO</u>	<u>NAME & ADDRESS OF PASSENGER</u>
102-14892	Chicago	Cleveland	Mrs. L. Wightman, 1833 Jackson N.E., Washington, D.C.
173-1826	"	"	T. G. Wightman, 1833 Jackson St., Washington, D.C.
124-5775	"	"	D. H. Edmiston, 271 Elmhurst Ave., Elmhurst, Ill.
121-5568	"	"	C. Ortman, Box 1291, Stockton, Calif.
503-11105	"	Newark	W. Davenport, 250 Park Ave., New York
102-10234	"	"	Lord Waleran, Waldorf Astoria, New York
122-6928	"	"	Mrs. W. J. Latimer, Watertown, Mass.
Gard 131	"	"	Walter J. Adams, Chief Pilot, National Air Transport

TRIP 23 - October 9, 1933

<u>TICKET NO.</u>	<u>FROM</u>	<u>TO</u>	<u>NAME & ADDRESS OF PASSENGER</u>
102-14478	Newark	Cleveland	G. H. Houston, Union Club, Chicago
101-17340	"	"	L. H. Ensten, 3256 W. 25th St., Cleveland
1334-1807	"	Chicago	Mr. W. Green, 120 Wall St., New York
171-1874	"	"	George Ferriman, 62 W. 14th St., New York
171-1975	"	"	Dr. Wm. Scholl, 62 W. 14th St., " "
171-2299	"	"	Enrique Becker, Nat'l City Bank, 55 Wall St., New York
171-2427	"	"	M. Harvity, 75 Varich St., New York
102-13939	"	"	S. F. Beverage, 40 Hector St., (General Chemical) New York
102-14452	"	"	J. A. Brownell, 526 Park Ave., E. Orange N.Y.

TRIP 18 - October 10, 1933

<u>TICKET NO.</u>	<u>FROM</u>	<u>TO</u>	<u>NAME & ADDRESS OF PASSENGER</u>
173-1841	Chicago	Cleveland	S. G. Dickey, Cleveland, O. (only add. give)
102-12474	"	"	G. F. Murray, Hallbrook, Pa.
173-2738	"	Newark	Mrs. J. McCarty, 804 Commerce, Dallas
122-6274	"	"	Mr. McKeown, 3759 S. Ashland, Chicago
122-6870	"	"	W. C. Bryant, 110 Lt. Croys St., Bridgeport, Conn.
122-6931	"	"	Mrs. A. Thybark, 2520 N. Robinson, Oklahoma City, Okla.
122-7155	"	"	C. L. Hayward, 475-5th Ave., New York
101-16405	"	"	W. J. Schmincke, 18th & Washington St. Louis, Mo.
126-5205	Cleveland	"	S. Gemgross, 120 S. LaSalle, Chicago
126-5206	"	"	R. J. O'Donnell, Malba Theatre Bldg., Dallas, Tex.
102-14448	"	"	Mr. Harbo, 2321-33rd Ave., Long Island City

In an examination of the passenger list in question it is significant to notice that on Trip 25 on October 8, 1933, Joseph B. Keenan, of 10 Heskett Street, Washington, D. C., who apparently is identical to the Joseph B. Keenan, assistant attorney general, was a passenger. It may be advisable to check the various passengers on that trip in order to definitely ascertain the identities of the other passengers so as to make sure that no passenger aboard the plane contemplated an attack on the assistant attorney general in view of his activities at that time in the prosecution of various prominent kidnaping cases in this country.

UNDEVELOPED LEADS:

DETROIT OFFICE: this Office is requested to interview Pilot Wharton B. Larned in line with the Division's letter, which suggests that his possible connection with this case be determined in view of his activities and actions towards co-pilot, A. T. Ruby.

SALT LAKE CITY: it is requested that this Office endeavor to locate and interview a Mr. Charles Gates, who is reported to have been a "Denver Ruby Man" there, who transferred his trip from Trip 23 of October 10 to Trip 23 of October 11.

NEW YORK: this Office is requested to interview the various passengers whose addresses are listed in the territory of the New York Office who cancelled their reservation on Trip 23 of October 10, in order to ascertain the reason for the cancellation and in order to determine whether any of these parties had any idea that an attack might be made upon them or upon this plane.

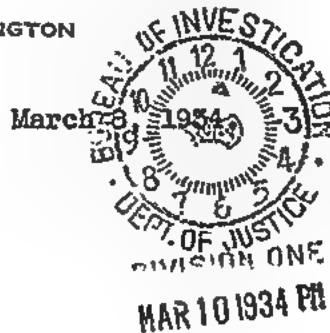
CHICAGO: this Office will also note the various names of the passengers aboard this plane during the period, October 1 to October 10, 1933, for such observation as it may deem appropriate. This Office will interview Miss Nellie Kelston, 5045 Winnetka Avenue, Chicago, Illinois, for her knowledge of Emil Smith, a passenger aboard the plane that crashed, and will also interview the various parties who gave addresses in Chicago, Illinois, who cancelled their reservations for Trip 23 of October 10, 1933 as noted in the list incorporated in this report.

Due to the presence in Oak Park, Illinois, of Fred Barker, Alvin Karpis, Verna Miller, Jack White, "Bugs" Moran, and other famous gangsters, it is thought advisable to interview Frank Halle, 1112 Clarence Avenue, Oak Park, Illinois, who rode in this plane on October 8, 1933 on Trip 25.

ENDING.

52

DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH
WASHINGTON



Mr. J. E. Hoover, Director,
Division of Investigation,
U. S. Department of Justice,
Washington, D. C.

Dear Sir:

This will acknowledge receipt of your communication of March 6, 1934, enclosing a further report relative to the case entitled United Air Lines Transport Plane NC-13304, submitted by Special Agent W. Carter Baum, at Chicago, Illinois.

Your cooperation in forwarding the above material is much appreciated by this office.

Very truly yours,

Richard S. Paulett

Richard S. Paulett,
Chief, Enforcement Section.

RECORDED

MAR 19 1934

62-29755-46	
DIVISION OF INVESTIGATION	
MAR 9 1934	
U. S. DEPT. OF JUSTICE	
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TFB:ps
62-2975-44

March 6, 1934

MAR 8 - 1934

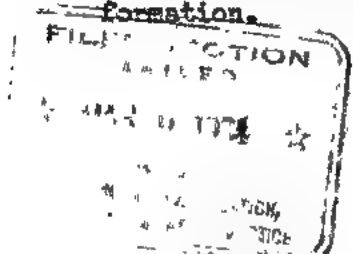
Mr. Richard S. Paulett,
Chief, Enforcement Section,
Aeronautics Branch,
Department of Commerce,
Washington, D. C.

Dear Sir:

With further reference to the case entitled
United Air Lines Transport Plane NC-13304, there is
attached hereto a copy of a report submitted by Special
Agent W. Carter Baum, at Chicago, Illinois, dated February
19, 1934. A copy of the attached report has been furnished
to Assistant Attorney General Joseph B. Keenan for his in-
formation.

Very truly yours,

Director.



Enclosure 635116

TFB:ps

62-29725-44

March 6, 1934

MAR 8 - 1934

MEMORANDUM FOR ASSISTANT ATTORNEY GENERAL KEENAN

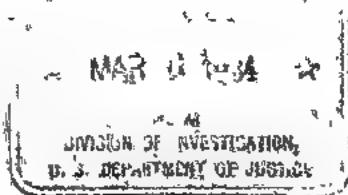
With further reference to the crash of the United Air Lines Plane No. NC-13304, there is attached hereto a copy of the report submitted by Special Agent W. Carter Baum, dated at Chicago, Illinois, February 19, 1934.

A copy of the attached report is being forwarded to the Chief, Enforcement Section, Aeronautics Branch, Department of Commerce.

Very truly yours,

Director.

Enclosure 685115



TFB:ps
62-29755-44

March 6, 1934

MAR 8 - 1934

Special Agent in Charge,
Division of Investigation,
U. S. Department of Justice,
1900 Bankers' Building,
Chicago, Illinois.

Dear Sir:

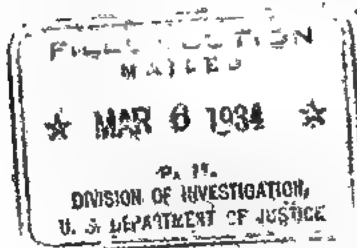
Reference is made to the report of Special Agent Carter Bann, dated at Chicago, Illinois, February 19, 1934, entitled UNKNOWN SUBJECTS - Crash of United Air Lines Transport Plane No. NC-13304.

On page 14 of this report the suggestion is made that the identities of the other passengers on board the referred to plane, on trip No. 29, October 8, 1933, be checked for the purpose of definitely determining whether any attack was contemplated on Assistant Attorney General Keenan. It is noted that most of the passengers on this trip were from Chicago, but two of them were from Washington, D. C., in addition to Mr. Keenan.

It is suggested that appropriate check be made by your office of the other passengers, and that a copy of the report, together with an appropriate lead be forwarded to the Washington Field Office, in order that inquiry might be made here concerning the two passengers listed as being from Washington.

Very truly yours,

Director.



111-1147C

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT

CHICAGO, ILL.

N.Y. FILE NO. 62-5032

SH

REPORT MADE AT: NEW YORK CITY	DATE WHEN MADE: 3/27/34	PERIOD FOR WHICH MADE: 3/24, 19, 20/34	REPORT MADE BY: G. V. DOHERTY
TITLE: UNKNOWN SUBJECTS			CHARACTER OF CASE: CRASH OF UNITED AIR LINES TRANSPORT PLANE NO. NC-133

SYNOPSIS OF FACTS:

Mr. M. C. Ewald, treasurer of the Pierce Arrow Co., Buffalo, New York, advises the reason for not taking the trip by plane as scheduled was due to the fact that the taxi driver who drove him from New York City to the airport lost his way and arrived at the airport 20 minutes after said plane had left. He was unable to supply any information beneficial to instant investigation.

P.

REFERENCE:

Report of Special Agent W. Carter Baum, Chicago, Ill. dated 2/19/34.

DETAILS:

AT BUFFALO, NEW YORK

DETAILS:

Mr. M. C. Ewald, 522 Payne Avenue, North Tonawanda, New York, was not at home at the time of the writer's call, but it was ascertained that he is the treasurer of the Pierce Arrow Company and he was subsequently interviewed at their plant, Elmwood Avenue, Buffalo, New York.

DO NOT WRITE IN THESE SPACES

APPROVED AND FORWARDED: SPECIAL AGENT IN CHARGE	62-27755-46	RECORDED AND INDEXED: MAR 26 1934
COPIES OF THIS REPORT FURNISHED TO: 3 - Division 2 - Chicago 3 - New York	UNITED STATES MAR 28 1934 A M BUREAU OF INVESTIGATION ROUTED TO: FILE	CHECKED OFF: APR 19 1934 JACKETED:

Mr. M. G. Dwald stated that he is the person who on October 10, 1933 was scheduled to fly on trip No. 23 of the United Airways from Newark, N.J. to Chicago, Ill. Mr. Dwald stated that on the day in question he had several calls to make in the city of New York and same took more time than he had anticipated and as a result it was impossible for him to make connections with the taxi leaving the Airways' office for the flying field and as a result he hired a public taxi to drive him to the airport; that before proceeding to the airport he inquired of the cab driver if he knew the way and was advised that he did, but while en route the driver made a wrong turn resulting in his arriving at the airport twenty minutes after the plane had departed and as a result he had to remain there until the next plane left, which was a period of approximately two hours.

Mr. Dwald stated that during the time he was at the airport he did not notice any disturbances, nor did he at the time have any knowledge that there was any labor trouble. The only thing he did notice was the apparent lack of interest paid to the planes while they were standing on the field, as apparently no one was watching them and people could come and go promiscuously; that he personally did not go near the planes but he observed several others moving in and about the planes at the time but was unable to describe any of the persons he saw; that he felt certain none of the persons he had seen in the immediate vicinity of the planes had entered the planes. Mr. Dwald, continuing, advised that during that week he had flown from Buffalo to Albany, from Albany to New York, and from New York to Chicago, thence to Milwaukee, thence to Kansas City and returned via Chicago to Buffalo by plane; that in view of the above trips, if he had heard anything which would indicate that there was any trouble on the air lines, he would certainly not have used the planes; however, after the accident the general conversation was that something had happened to one of the propellers and that it was the propeller which caused the crash. However, he personally cannot see how a propeller would cut off the tail of the plane.

Mr. Dwald, in conclusion, stated that since his return to Buffalo and his subsequent trips, he has never commented on the fact that he missed the plane as he would not care to have same made public as it would only upset his family if he were to take subsequent trips by plane and for this reason he has not heard as much about the crash as he would have under ordinary circumstances; that in the event he does receive any information he will be only too glad to furnish same to the New York Division office.

UNDEVELOPED LEADS: NEW YORK

Will complete leads set forth in reference report.

PAGE 1.

73
TFD:ps
62-29755-44

March 27, 1934

Special Agent in Charge,
Division of Investigation,
U. S. Department of Justice,
1900 Bankers' Building,
Chicago, Illinois.

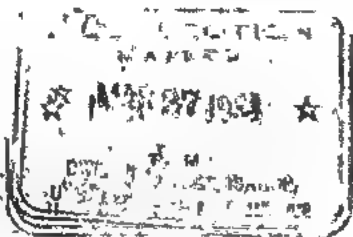
Dear Sir:

Reference is made to Division letter dated March 6, 1934, referring to the report of Special Agent Carter Baum, dated February 19, 1934, entitled UNKNOWN SUBJECTS - Crash of United Air Lines Transport Plane No. NC-13304.

The referred to letter suggested that appropriate check be made by your office of the passengers on board the plane on trip No. 25, on October 8, 1933, and that appropriate leads be forwarded to the Washington Field Office for check of two passengers on that trip who were listed as being from Washington. No report has as yet been received from you.

Very truly yours,

Director.



RECORDED

62-29755-47	
DIVISION	FILE
MAR 28 1934	
U. S. DEPT. OF JUSTICE	FILE

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT CHICAGO, ILL.

N.Y. FILE NO. 62-5039

ML.

REPORT MADE AT NEW YORK CITY	DATE WHEN MADE 3/26/34	PERIOD FOR WHICH MADE 3/12-19/34	REPORT MADE BY H. W. KAGE
TITLE: UNKNOWN SUBJECTS			CRASH OF UNITED AIR LINES TRANSPORT PLANE NO. NC-13304

SYNOPSIS OF FACTS:

Persons who cancelled reservations on the U.A.L. Transport #23, leaving Newark, October 10, 1933, 4:30 P.M. interviewed. Cancellations made for business reasons only.

- P -

REFERENCE:

Report of Special Agent W. Carter Baum, Chicago, Ill., dated February 19, 1934.

DETAILS:

DETAILS:

It was ascertained that Dr. H. V. Spaulding has an office at 115 East 61st Street, New York City, and resides at 320 East 42nd Street, New York City. At the residence address is also Miss Ann Crenshaw, a personal friend of Dr. Spaulding. Dr. Spaulding not being available on account of business, Miss Crenshaw was interviewed. She stated that she and Dr. Spaulding had reservations on the United Air Line transport, scheduled to leave Newark Airport for Chicago at 4:30 P.M. on October 10th, but that the Doctor, at the last minute, was pressed for time on account of business and the reservations on

DO NOT WRITE IN THESE SPACES

APPROVED AND FORWARDED: SPECIAL AGENT IN CHARGE	62-29755-48	RECORDED AND INDEXED MAR 29 1934
COPIES OF THIS REPORT FURNISHED TO: 3 - Division 3 - Chicago 3 - New York	UNITED STATES BUREAU OF INVESTIGATION ROUTED TO FILE	CHECKED OFF APR 19 1934 JACKETED

that trip were therefore cancelled, and reservations were made on the plane leaving at 6 P.M. She states there was no other reason for the change made, and considered it just luck for them to have made the change.

Robert C. Gormley, attorney, connected with Chadbourne, Stanchfield & Levy, 25 Broadway, New York City, stated that on October 10, 1933, he asked for a reservation on the plane leaving Newark Airport at 6 P. M. and was informed that there was no space to be had, but that there were some vacancies on the 4:30 P.M. plane, on which he made a reservation. However, at about 4 P.M. on the afternoon of October 10th the office of the United Air Lines called him by phone, informing that the company had a reservation on the 6 P.M. plane, if he desired same, and that he then took the latter reservation, cancelling the reservation on the 4:30 plane. He stated that there was no other reason for this cancellation. He further stated that this was his first air trip, he having been scheduled to go to Cleveland, Ohio, and there take an American Airway plane to Louisville, Ky., and that he followed this route, returning in the same manner.

In an effort to locate Mr. J. C. Bennett, whose address was given as the Lexington Hotel, New York City, it was ascertained from Mr. Miller, Assistant Manager of this hotel, that Mr. Bennett had booked passage on the U. A. L. plane, scheduled to leave at 4:30 P.M. on October 10, 1933, but had cancelled the reservation upon being informed by his firm at Boston that it had other business for him elsewhere, and therefore the Chicago trip on this plane was cancelled. Mr. Miller informed that Mr. Bennett personally told him of this incident, and was very much elated because of the cancellation of this reservation. He further stated that Mr. Bennett can be located at 112 South Michigan Avenue, Chicago, Ill.

Mr. Frank Cohen, address given as 146 Central Park West, New York City, could not be located at this house. It was reported that Mr. Cohen moved from this address in October 1933, but no forwarding address was to be had. Through the telephone removal, it was ascertained that Mr. Cohen had moved to the Alamac Hotel, 71st Street and Broadway, on December 13, 1933.

62-5039

At the latter hotel, it was ascertained that he owed rental from the time of his entering the hotel, and when pressed for payment by the management, he checked out on January 22, 1934, without leaving a forwarding address. His business was unknown.

No forwarding address for Cohen could be located through Post-Office Station "H" at 69th Street and Amsterdam Avenue.

Further efforts to locate Mr. Cohen will not be made without specific request.

With reference to Mr. Stein, reported as having registered at the Pennsylvania Hotel, New York City, the management of this hotel reported it was unable to find a party by this name, who registered during the period covering October 10, 1933.

UNDEVELOPED LEAD:

NEW YORK OFFICE

Investigation at points outside of New York City will be made and reported.

P E N D I N G.

RECORDED ^{tfb-eg} 62-29755 - 46

April 17, 1934.

APR 19 1934

Mr. Richard S. Paulett, Chief,
Enforcement Section,
Aeronautics Branch,
Department of Commerce,
Washington, D. C.

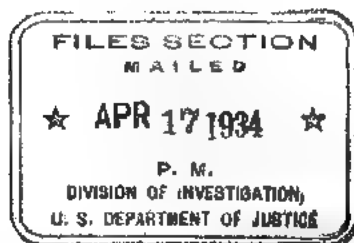
Dear Sir:

With further reference to the case entitled UNITED AIR LINES
TRANSPORT PLANE NO. NC-13304, there are attached copies of the reports
submitted by Special Agent Doherty at New York City, dated March 27, 1934
and Special Agent Kage at New York City, dated March 26, 1934.

Very truly yours,

Director.

Incl. 780381.



1900 HANLONS BUILDING
CHICAGO, ILLINOIS

March 30, 1934.

Special Agent in Charge,
Division of Investigation
U.S. Department of Justice,
Hurley Wright Building,
Washington, D.C.

RE: UNKNOWN SUBJECTS
Crash of United Air Lines
Transport Plane NC 13304.

Dear Sir:

A letter from the Division to the Chicago Division office dated March 6, 1934, called attention to the enclosed report of Special Agent W. Carter Baum, Chicago, Illinois, February 19, 1934, on page fourteen of which report attention is called to the fact that Assistant Attorney General Joseph B. Keenan was a passenger on the ill fated plane on trip No. 25 on October 8, 1933. The Division suggested that the passengers on this plane from Washington and Chicago be interviewed, in order to ascertain if any plot may have been designed against Mr. Keenan. This Division letter was followed by another Division letter dated March 27, 1934, again suggesting such an investigation.

Your office is therefore requested to conduct the necessary investigation as suggested by the Division's letters.

Very truly yours,

M. H. PURVIS,

Special Agent in Charge.

VLB 131634 WU

VCB:JMS

Enclosure

CC Division

62-1691

62-29755	
DIVISION OF INVESTIGATION	
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U. S. DEPARTMENT OF JUSTICE	
Two	FILE

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT **NEW YORK City, New York**

FILE NO. **67-29755-49**

REPORT MADE AT: Detroit, Michigan	DATE WHEN MADE: 4/12/34	PERIOD FOR WHICH MADE: 3/30-31/34; 4/2-3, 7/34	REPORT MADE BY: R. G. Chapman
TITLE: UNKNOWN SUBJECTS			CHARACTER OF CASE: CRASH OF UNITED AIR LINES TRANSPORT PLANE #23-12304

SYNOPSIS OF FACTS: Pilot Wharton E. Larned of United Air Lines, Cleveland, Ohio, denies that he threatened co-pilot Ruby, or that he caused Ruby discomfort in flying, although admitting that he disliked Ruby for his "scab" intentions in the event of a strike. Louis Elcott and Max Karpowstein, passengers on instant plane on trip 16 on 10/1/33, who were possible explosive carrying suspects, apparently had no connection with this matter.

R. U. C.

REFERENCE: Report of Special Agent W. Carter Baum, Chicago, Illinois, dated 2/10/34.

DETAILS: AT CLEVELAND, OHIO

Wharton E. Larned, pilot United Air Lines, was interviewed by telephone several times at the Cleveland airport in an effort to make an appointment for an interview. Pilot Larned was willing to be interviewed at any time, but was on the point of making trips on two occasions that he was called. He appeared at room 303 Federal Bldg., on 4/2/34, no intimation being given him that he was a suspect in this matter until he arrived. He was inclined to blush and stammer as predicted by Details. P. Lott, but both of these tendencies appeared to be natural and not the result of questioning in this matter. Larned answered all questions frankly and apparently honestly, and did not hesitate in answering any question.

Larned stated that he was never in favor of a strike of pilots and mechanics if same could be avoided, but stated that he felt those employees were unfairly out in wages and still feels the same way; and at the time the proposed strike was debated he intended to strike with other employees and asked several employees if they would strike with the rest; that he asked co-pilot Ruby this question and

APPROVED AND FORWARDED: SPECIAL AGENT IN CHARGE	67-29755-49	RECORDED AND INDEXED APR 14 1934
COPIES OF THIS REPORT FURNISHED TO: Division - 13 New York - 2 Chicago - 1 Detroit - 1 RGC:DEH	UNITED STATES APR 14 1934	CHECKED <input checked="" type="checkbox"/>
	BUREAU OF INVESTIGATION	JACKETED <input checked="" type="checkbox"/>
	ROUTED TO: <input type="checkbox"/> FILE <input type="checkbox"/>	

Ruby stated that he intended to continue working for the company. Agent then asked Larned what he had said to Ruby and he replied that "I probably said, that's all I want to know". He denied that he had left the window of the plane open when flying with Ruby, to cause the latter inconvenience from the cold, and states that he does not believe he ever wore his flying suit on an occasion when Ruby was a co-pilot. He stated that when flying ships similar to instant ship the windows are kept shut and he then asked Agent if it was not reasonable to suppose that if the weather was warm when he was alleged to have flown with the windows open, how could co-pilot Ruby have suffered from the cold, assuming that he, Larned, had left the windows open.

Larned further stated that he was not in favor of unions using violence in enforcing their demands. He further stated that in his opinion no pilot or mechanic or employee of an aviation company would injure a ship or a pilot under any circumstances. Larned further advised that it was possible for an explosive to have been in the blanket compartment for several weeks prior to the accident as the compartment was not inspected at the end of each trip as is done now. Larned further advised that he was not at the airport when instant plane passed through Cleveland but does not recall where he was at the time, although stating that he was probably at home with his wife.

An inspection of the list of passengers from Cleveland disclosed the names of L. Bleet and Max Marmorstein, Hollenden Hotel, as being passengers on trip #16 on 10/1/33 and the name of Max Hartwig, 9306 Carnegie Avenue on trip #21 on 10/6/33. It was ascertained that Hartwig is connected with the Packard Motor Car Company of Cleveland. This Agent had heard some time ago that Louis Bleet was a gambler and as he and Marmorstein were listed as being from the Hollenden Hotel, Marmorstein was checked as a suspect. The Hollenden Hotel is noted for the "racket" class of trade that hangs out there.

Captains Emmett Potts and Storey of the Cleveland Police Department, advised that neither Marmorstein (not Marmastein) nor Louis Bleet were known to have criminal records or connections with criminals who might be engaged in the use of explosives. The Bureau of Identification disclosed no criminal or arrest record on either Marmorstein or Bleet.

Captain Potts further advised that Marmorstein was a real estate man and had been at one time a partner of Sam Cowan who is also in the real estate business and that about one year ago Cowan's house in Cleveland Heights was blown up with a bomb or some sort of explosives. He further advised that Louis Bleet formerly operated the Claremont Club on St. Clair Avenue, which was a night club, and had operated several restaurants in Cleveland in past years. He further advised that Cowan and Marmorstein were believed to have been partners in an apartment hotel in Florida, but he believes that Marmorstein is no longer in the deal but that Cowan still retains his interest and those interested with him are Tommy McGinnty, Cleveland sports promoter, Theodore DeWitt of the DeWitt Hotels System, the latter organization owning the Hollenden Hotel.

It is stated of this Agent's knowledge that DeWitt was at one time a steward in the Union Club which is the aristocratic club of Cleveland and at that time the club was raided by Federal prohibition officers and a quantity of liquor seized. DeWitt took the fall for the club and was sentenced to serve a term in Atlanta Penitentiary and upon his release was treated as a hero in Cleveland and has since risen to affluence in the hotel business, probably through the backing of Union Club members. Tommy McGinnty while recognized as a sports promoter is also a backer of bookmakers and was ~~also~~ convicted in Federal Court and sentenced to Atlanta Penitentiary for liquor law violations, McGinnty being in with a syndicate of liquor runners.

Sam Cowan, 2045 Coventry Road, and connected with the Euclid East 105th Realty Company, was interviewed in room 325 Federal Bldg. He advised that the front of his home was blown up on 12/21/32 and a gasoline fire set off near his garage at the same time; that police failed to discover the persons committing this crime. He further stated that prior to that time he had received several telephone calls and letters from extortionists demanding money, and with the aid of police, a trap was set but failed to work and the so-called extortionist called him by telephone and told him they knew he had called in police, and made the threat that they would take care of him later, and Mr. Cowan is of the opinion that his home was blown up as a result of that trouble, although he states that he had been having some trouble with labor unions over hiring non-union labor on various properties, and thought it possible that the labor unions might have been the persons setting off the bomb and the fire.

Mr. Cowan further stated that he was never a partner of Marmorstein although he knows him fairly well in a business way and has transacted business with him; that he, Cowan, is not interested in the Fleetwood Hotel at Miami, Florida, but states that Marmorstein, Theodore DeWitt and Tommy McGinnty are interested together in that hotel and they had Louis Bleet at the hotel operating the night club for them; that no gambling was carried on in the hotel. He further states that he recently returned from Miami, Florida where he stopped at the Fleetwood, and states that both Marmorstein and Bleet were at the hotel when he left about 3/15/34 to return home.

He further states that he has never known Marmorstein or Bleet to be connected with the criminal element in Cleveland, although he stated that it was possible for either of them to be so connected without his knowledge. He further stated that both Marmorstein and Bleet were, in his opinion, such cowards that neither would think of carrying explosives. He was also of the opinion that Bleet and Marmorstein were on their way to Miami, Florida on 10/1/33 when they flew to Newark, N. J. He further advised that he has known Bleet to be in the restaurant and night club business in Cleveland for some years, but states that Bleet ~~has~~ money and is financed by someone else whenever in business; that Sammy Sanders and Eddie Katz of the Acorn Paint Company, a large paint concern of Cleveland, backed Bleet about a year ago for a restaurant in the Cleveland Athletic Club Building, which they own, but this venture blew up with a loss for Sanders and Katz.

Mr. Cowan further advised that Max Marmorstein was at one time one of Cleveland's largest real estate men and he built many of its large buildings, including the Commodore Apartments and the Labor Temple and was worth several million dollars at one time, but is reputed to have lost his fortune.

Leo W. Ulmer, Guarantee Title Bldg., a Jewish attorney, returned from Miami, Florida about 4/1/34, and resided while there at the Fleetwood Hotel. He stated that Marmorstein and Bleet were both connected with the hotel as related by Cowan, adding that both were returning to Cleveland within a short time. He further stated that Marmorstein went through bankruptcy several years ago and had lost everything in the real estate depression. He further corroborated the statement of Mr. Cowan relative to the character of Marmorstein, and Bleet states that he has known both of them for years and doubts if either has nerve enough to carry explosives. He did state, however, that Bleet's brother, Leonard Bleet, was connected with Jake Factor in Chicago and recently made a trip to England, evidently in connection with Factor's case there. Mr. Ulmer further stated that either Leonard, Bleet or another brother was connected with a liquor syndicate in New York City at one time. The information furnished by Mr. Ulmer should be treated confidentially.

Mr. Ulmer stated that Louis Bleet and Marmorstein probably gave the Hollenden Hotel as their Cleveland address as their plane tickets were probably purchased there by the hotel and from the further fact that they were connected with DeWitt of the Hollenden in the Fleetwood Hotel venture in Miami, Florida. He further advised that Bleet and Marmorstein both went to Miami, Florida early in the season to make plans for opening the hotel, and is of the opinion that their trip on 10/1/33 to Newark was part of their trip to Miami, Florida.

Charles I. Russo, former chief assistant U. S. Attorney, and now practicing law with Leo W. Ulmer, was interviewed prior to the interview with Mr. Ulmer, and advised that he knew both Max Marmorstein and Louis Bleet and has never heard that either ever had any connections with the criminal element in Cleveland, other than that Bleet as a night club operator probably knew many of the "racket" men, but it was the opinion of Mr. Russo, as well as Mr. Ulmer, that neither Bleet nor Marmorstein would have the nerve to handle explosives, and both suggested the improbability of Bleet or Marmorstein transporting explosives from Cleveland to New York.

It is further stated that on 4/7/34, after the interview with Mr. Ulmer, the latter and Agent walked up Euclid Avenue, and Ulmer observed Max Marmorstein on the street and introduced Agent to him without disclosing the identity of Agent. Marmorstein at that time talked of buying a building on Euclid Avenue and spoke of returning to Miami, Florida on account of the cold weather in Cleveland. His appearance did not suggest that of a "racket" man. He stated that Bleet was believed to be in New York at the present time and was expected to return to Cleveland within a short time.

REFERRED UPON COMPLETION TO OFFICE OF ORIGIN

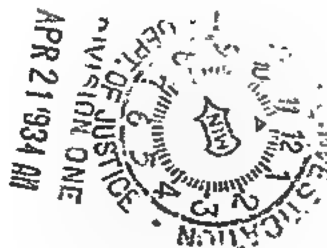
REF. NO.

DEPARTMENT OF COMMERCE

AERONAUTICS BRANCH

WASHINGTON

April 19, 1934.



Hon. J. Edgar Hoover, Director,
Division of Investigation,
Department of Justice,
Washington, D. C.

Re: UNITED AIRLINES
TRANSPORT PLANE
NO. NC-13304

Dear Sir:

This is to acknowledge and thank you for your communication of April 17th, enclosing copies of reports submitted by Special Agent Doherty at New York City, dated March 27, 1934, and Special Agent Kage at New York City, dated March 26, 1934, relative to the above matter.

Yours very truly,

A handwritten signature in cursive script that reads "Richard S. Paulett".

Richard S. Paulett,
Chief, Enforcement Section.

RECORDED
MAY 1 - 1934

62-29755-50	
DIVISION OF INVESTIGATION	
APR 20 1934 A.M.	
U. S. DEPARTMENT OF JUSTICE	
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62-27155-43

April 21, 1934.

Mr. Richard S. Paulott, Chief,
Enforcement Section,
Aeronautics Branch,
Department of Commerce,
Washington, D. C.

APR 24 1934 PM

Dear Sir:

With further reference to the case entitled UNKNOWN SUBJECT,
CRASH OF UNITED AIR LINES TRANSPORT PLANE #10-13304, there is attached
a copy of a report submitted by Special Agent Chapman at Detroit,
Michigan, dated April 12, 1934.

Very truly yours,

Director.

Incl. 735517.

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT **CHICAGO, ILL.**

FILE NO. **62-254**

REPORT MADE AT: Salt Lake City, Utah	DATE WHEN MADE: 4-19-34	PERIOD FOR WHICH MADE: 4-17-34	REPORT MADE BY: J. D. SWENSON
TITLE: UNKNOWN SUBJECT			CHARACTER OF CASE: CRASH OF UNITED STATES AIRLINE TRANSPORT PLANE NO. 13364

SYNOPSIS OF FACTS: Charles C. Gates is President of Gates Rubber Company, Denver. He cancelled his reservation on October 10, 1933, from Cleveland to Chicago, due to being delayed there at Tire Industry Trade Committee meetings.

-U-

REFERENCE: Report of Special Agent W. Carter Poun, Chicago, Ill. Office, dated 4-19-34.

DETAILS:

AT DENVER, COLORADO

Lois White, Private Secretary to Charles C. Gates, President of the Gates Rubber Company, advised that Mr. Gates was at present in Honolulu and would not return to Denver until after May 7, 1934. She advised that she was familiar with the details of his trip east in October 1933 and exhibited a schedule that he had prepared. He was in Washington, D. C. on October 9, 1933, attending the hearings of the committee of tire manufacturers in formulating the Tire Industry Code; from there he went to Cleveland and expected to leave Cleveland on October 10, 1933, but was delayed on account of the committee hearings and had to cancel his trip that day and proceeded to Chicago the following day. Miss White was not sure whether he took the train or flew from Cleveland to Chicago.

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

APPROVED AND FORWARDED: <div style="text-align: center; font-size: 1.2em; font-family: cursive;"> <i>Louis D. Wine</i> </div> SPECIAL AGENT IN CHARGE	DO NOT WRITE IN THESE SPACES <div style="font-size: 1.5em; font-family: cursive;"> <i>62-21755-51</i> </div>	RECORDED AND INDEXED: APR 23 1934
COPIES OF THIS REPORT FURNISHED TO: 3 Division 2 Salt Lake City		UNITED STATES APR 23 1934 BUREAU OF INVESTIGATION REVIEWED BY: <i>[Signature]</i> FILE

DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH
WASHINGTON

April 24, 1934.

APR 26 1934 PM

Hon. J. Edgar Hoover, Director,
Division of Investigation,
Department of Justice,
Washington, D. C.

Re: UNITED AIRLINES
TRANSPORT PLANE
NO. NC-13304

Dear Sir:

This will acknowledge the receipt of your communication of April 21st, addressed to Mr. Richard S. Paulett, Chief, Enforcement Section, enclosing a copy of a report submitted by Special Agent Chapman at Detroit, Michigan, dated April 12, 1934, relative to the above-captioned matter.

Your cooperation is greatly appreciated by the Department.

Yours very truly,

Joe T. Shumate
Joe T. Shumate, Jr.,
Chief, General Inspection Service.

RECORDED

MAY 2 1934

62-27755-52	
DIVISION OF INVESTIGATION	
APR 26 1934 P.M.	
U. S. DEPARTMENT OF JUSTICE	
One	FILE

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT

CHICAGO, ILL.

FILE NO. 62-2937

REPORT MADE AT WASHINGTON, D. C.	DATE WHEN MADE 4/27/34	PERIOD FOR WHICH MADE 4/25, 26/34	REPORT MADE BY: L. LOEHL
TITLE UNKNOWN SUBJECTS			CHARACTER OF CASE CRASH OF UNITED AIR LINES TRANSPORT PLANE NO 12304

SYNOPSIS OF FACTS:

Adlai E. Stevenson and Bud A. Holt, both of Washington, D. C., state they had been passengers on the plane flying from Cleveland to Chicago on or about October 8, 1933; that they did not notice anything out of the ordinary on this trip, on which Assistant Attorney General Keenan was a fellow passenger; that the same plane crashed on the same trip a day or two later.

- RUC -

REFERENCE:

Report of Special Agent T. Carter B. C., Chicago, Ill., dated February 12, 1934, and letter from Chicago Office dated March 30, 1934.

DETAILS:

AT WASHINGTON, D. C.

DETAILS:

For the information of the Chicago Office, it is noted that the crash of the United Airlines Transport Plane NO 12304 occurred on October 10, 1933, on trip #25 between Cleveland and Chicago (see page 4, paragraph 3 of reference report), and not on October 8, 1933, as stated in the reference letter, and that Assistant Attorney General Joseph B. Keenan was not a passenger on the ill fated trip on October 10, but, according to the passenger list, on trip #25 October 8, as mentioned in the reference report, page 12, paragraph 3.

Agent interviewed Mr. Adlai E. Stevenson, Chief Attorney, Federal Alcohol Control Administration, 230 Transportation Building, who stated that in company with Bud A. Holt of the AAA, he left Washington by Pennsylvania Airline Plane on or about October 8, 1933, for Cleveland,

DO NOT WRITE IN THESE SPACES

APPROVED AND FORWARDED: <i>L. R. Pennington</i>	SPECIAL AGENT IN CHARGE	162-27115-52	RECORDED AND INDEXED APR 30 1934
COPIES OF THIS REPORT FURNISHED TO: 3-Division 2-Chicago 2-Washington Field		UNITED STATES APR 30 1934 A.M. BUREAU OF INVESTIGATION	JUN 1 - 1934
		ROUTED TO: FILE	

arriving there about 7:30 p.m.; that he continued his air flight shortly thereafter from Cleveland to Chicago, and met Assistant Attorney General Keenan on the same plane, but did not speak to him until they alighted at the Chicago Airport and went to the restaurant waiting for connections; that Mr. Keenan boarded the plane for the southwest, presumably for Oklahoma, while he and Mr. Holt continued their flight for Sacramento, Calif.; that the following day, or probably two days later, he read about the crash of the same plane making the same trip between Cleveland and Chicago. Mr. Stevenson stated that he did not notice anything out of the ordinary on his trip from Cleveland to Chicago, and that the plane carried about eight or ten passengers, besides the two pilots and the hostess.

Agent also interviewed Mr. Bud A. Holt (erroneously mentioned in reference report as B. A. Hoff), Economist, Special Crop Section, AAA, room 5836, Department of Agriculture Building, who corroborated the statement of Mr. Stevenson as to the trip from Cleveland to Chicago one, or possibly two, days prior to the crash, of which he said he read later at Berkley, Calif. Mr. Holt stated that he does not know Mr. Keenan, and does not quite recall whether a person by that name was a passenger on that trip which he made with Mr. Stevenson from Cleveland to Chicago; that he did not notice anything extraordinary on this trip, and that as far as he recalls the same was uneventful and rather pleasant.

UNDEVELOPED LEAD:

The CHICAGO OFFICE will interview the persons listed on the log of October 8, 1933, trip #25, as mentioned in reference report on page 12, paragraph 3, and whose addresses appear to be in the Chicago territory.

REFERRED UPON COMPLETION
TO OFFICE OF ORIGIN.

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT

CHICAGO, ILL.

N. Y. FILE NO. 62-5039-13

REPORT MADE AT: NEW YORK CITY	DATE WHEN MADE: 5-2-34	PERIOD FOR WHICH MADE: 4-30-34	REPORT MADE BY: H. W. KAGE
TITLE: UNKNOWN SUBJECTS			CHARACTER OF CASE: CRASH OF UNITED AIR LINES TRANSPORT PLANE #37-13304

SYNOPSIS OF FACTS:

R. C. MacFall states it was because of completion of business at Cleveland and his being fortunate in obtaining a plane out of Cleveland for Chicago at about 3:30 P.M., that the reservation on Trip #25 was cancelled.

RUC.

REFERENCE:

Report of Special Agent W. Carter Brann, dated Chicago, Ill., 2-19-34.

DETAILS:

DETAILS:

Mr. R. C. MacFall was found to reside at 11 Polton Place, Radburn, N. J., telephone, Lambert 8-0190X. Mr. MacFall is connected with the law firm of Abberley & Bryde, 42 Broadway, New York City, telephone, Digby 4-4296.

DO NOT WRITE IN THESE SPACES

APPROVED AND FORWARDED:	SPECIAL AGENT IN CHARGE	<p>62-29755-41</p> <p>MAY 5 1934 AM</p> <p>BUREAU OF INVESTIGATION ROUTED TO:</p>
COPIES OF THIS REPORT FURNISHED TO:		RECORDED AND INDEXED
<p>3 - Division</p> <p>2 - Chicago</p> <p>2 - New York</p>		<p>MAY 7 - 1934</p> <p>MAILED</p>

62-8039.

Upon interview by telephone, Mr. MacFall stated that he left the Newark, N.J., airport early on the morning of October 10, 1935, at about 1:30 A.M., arriving in Cleveland about 4:30 A.M., stopping at the Statler Hotel while in Cleveland. He stated that he completed his business in Cleveland on the same day and requested the porter at the Statler Hotel to obtain a reservation for him on a United Air Line plane the same afternoon for Chicago, Ill., and that the porter informed him that the only reservation he could obtain was on the plane leaving Cleveland at 7:30 P.M. Later, however, he was informed by the porter that he was successful in obtaining a reservation on an earlier plane for Chicago, and that a reservation, therefore, had been made for him on a plane leaving Cleveland at about 3:30 P.M., and that the former reservation on the 7:30 P.M. plane had been cancelled. He stated that there was no other reason for making the change and cancelling the reservation on the 7:30 plane, and that it was only a coincidence and that he considered it very fortunate that the change had been made.

As all leads from the New York office have now been reported on, this case is

REFERRED UPON COMPLETION TO OFFICE OF ORIGIN.

JBL:GJ
62-29755-53

RECORDED

JUN 1 - 1934

May 31, 1934

Mr. Joe T. Shumato, Jr.,
Chief, General Inspection Service,
Aeronautics Branch,
Department of Commerce,
Washington, D. C.

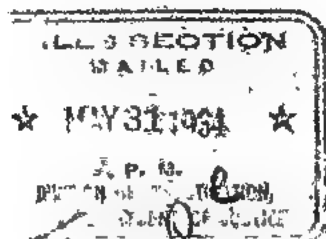
Dear Sir:

With further reference to the case entitled UNKNOWN
SUBJECTS - Crash of United Air Lines Transport Plane NO 13304,
there is attached hereto a copy of a report submitted by Special
Agent L. Lohbl, dated April 27, 1934, at Washington, D. C.

Very truly yours,

Director.

Encl. #551677



52

DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH
WASHINGTON

June 4, 1934.

Mr. John Edgar Hoover,
Director, Division of Investigation,
U. S. Department of Justice,
Washington, D. C.

Dear Sir:

This will acknowledge receipt of your letter of May 31st relative to the case entitled UNKNOWN SUBJECTS - Crash of ⁶United Air Lines Transport Plane NC-13304, enclosing a copy of a report submitted by Special Agent L. Loebl, dated April 27, 1934, at Washington, D. C.

Your cooperation in furnishing this material is very much appreciated.

Very truly yours,



John S. Wynne,
Acting Chief, Enforcement Section.

RECORDED

JUN 7 - 1934

62-29755-55	
DIVISION OF INVESTIGATION	
JUN 5 1934	
U. S. DEPT. OF COMMERCE	FILE

RECORDED
tfb-eg
62-23755-51

May 22, 1934

MAY 24 1934
Mr. Joe T. Curate, Jr., Chief,
General Inspection Service,
Aeronautics Branch,
Department of Commerce,
Washington, D. C.

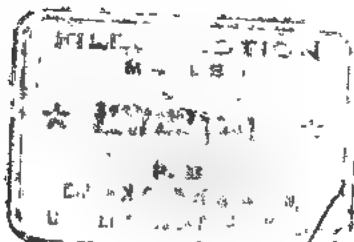
Dear Sir:

With further reference to the case entitled UNIDENTIFIED
SUBJECTS, CRASH OF UNITED AIR LINES TRANSPORT PLANE NC-13304, there
are attached hereto copies of the reports submitted by Special Agent
Kage at New York City, dated May 2, 1934 and Special Agent Simpson
at Salt Lake City, dated April 17, 1934.

Very truly yours,

Director.

Incl. 324113.



U. S. Department of Justice
Bureau of Investigation

Post Office Box 812
Chicago, Illinois

December 12, 1934 .

Director,
Division of Investigation,
U. S. Department of Justice,
Washington, D. C.

Re: UNKNOWN SUBJECTS.
CRASH OF ⁰UNITED AIR LINES
TRANSPORT PLANE NO. NC-13304.

Dear Sir:

The Divisions attention is invited to the above entitled case which has been pending in this office for a considerable period of time.

The only undeveloped leads yet to be covered call for interviews with several persons residing in Chicago who were passengers of the United Air Lines on the Cleveland to Chicago trip of October 8, 1933, this being two days before the disaster. A number of the other passengers on this plane have already been interviewed and no information of value to this investigation was secured from these persons.

It is felt that further interviews with other passengers will reveal no new additional information beneficial to the investigation, and authority is requested, therefore, to close this case in the files of the Chicago office.

Very truly yours,

M. H. Purvis
M. H. PURVIS, *and*
Special Agent in Charge.

JEM:FVV
62-1691

1/12/35
Letter Chicago
Q & J

JAN 16 1935

RECORDED	62-29755-56
DEC 14 1934	
ONE	(initials)

March 1, 1935.

Special Agent in Charge,
Chicago, Illinois.RE: UNKNOWN SUBJECTS,
CRASH OF WHITE AIR LINES
TRANSPORT PLANE NO. KC-18304

Dear Sir:

The Division file in the above entitled case indicates that this case is not receiving prompt investigative attention in your district.

This matter should be placed in line for early investigative attention and you should submit a report to the Division at the earliest possible date.

Very truly yours,

John Edgar Hoover,
Director.RECORDED
&
INDEXED

62-21155-57
DIVISION OF INVESTIGATION
MAR 4 1935
U. S. DEPT. OF JUSTICE

RLF:TD

January 12, 1935.

62-29755-56

RECORDED

Special Agent in Charge,
Chicago, Illinois.

RE: UNKNOWN SUBJECTS,
CRASH OF UNITED AIR LINES
TRANSPORT PLANE NO. NC-12304.

Dear Sir:

Receipt is acknowledged of your letter dated December 12, 1934, in which you request Division authority to close the above entitled case.

Relative thereto, the Division desires that a careful review of the file in this case be made and leads set out, with the view of developing further facts pertinent to this investigation. In the meantime, it is desired that all outstanding leads in this case be given vigorous investigative attention without further delay, particular attention being given to the leads contained in the reports of Special Agents W. Carter Dunn, dated at Chicago, February 19, 1934 and L. Loebel, dated at Washington, D. C., April 27, 1934.

Very truly yours,

John Edgar Hoover,
Director.

2 yellows

1-1-35

C-1



UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT CHICAGO, ILLINOIS

FILE NO. 62-1691

REPORT MADE AT: Chicago, Illinois	DATE WHEN MADE: 3/1/35	PERIOD FOR WHICH MADE: 2/12 to 21/35	REPORT MADE BY: J. F. SEIDLER JFH:FVV
TITLE: UNKNOWN SUBJECTS			CHARACTER OF CASE: CRASH OF UNITED AIR LINES TRANSPORT PLANE NO. NC-13304

SYNOPSIS OF FACTS: Investigation at Chicago failed to uncover any further evidence of the causes of, or motives for instant disaster. All passengers on trip 25, October 8, 1933, reputable citizens. Other lands not out.

F

REFERENCE:

Bureau letter dated January 12, 1935. Reports of Special Agents W. Carter and, Chicago, Illinois, dated February 19, 1934 and L. Loebl, Washington, D. C., dated April 27, 1934.

DETAILS:

Mr. Lewis Fox, 220 South State Street, Chicago, Illinois, the owner of the Lewis Fox Advertising Company located at that address, was interviewed and he stated that he has been doing business here for 14 years; that on October 10, 1933 he had been in Akron, Ohio on business; that Vice-President Harry Bauman of the Miller Rubber Company at Akron had arranged for his transportation back to Chicago, and secured a ticket on an airplane leaving Cleveland, Ohio that night. Mr. Fox said that he had gone out to the airport at about 6:45 and upon noticing a plane about to leave, attempted to board it, believing it to be the plane on which he was to go to Chicago. However, one of the attendants called his attention to the fact that his ticket was for the airplane leaving at 7:07, rather than the one leaving at 6:57 P.M. Mr. Fox waited in the airport for about 20 minutes but noted nothing suspicious about any of the passengers or people about the airport.

DO NOT WRITE IN THESE SPACES

APPROVED AND FORWARDED: <i>M. H. Purvis</i> SPECIAL AGENT IN CHARGE	62-29755-58	RECORDED AND INDEXED: MAR 5 1935
COPIES OF THIS REPORT FURNISHED TO: 3 - Bureau 2 - Cincinnati 2 - San Francisco - Enc. 2 - Chicago	UNITED STATES MAR 4 1935 A.M. BUREAU OF INVESTIGATION ROUTED TO: ONE	CHECKED OFF: MAR 5 1935

No person by the name of H. L. Brown could be found in the Board of Trade Building, but a Mr. A. L. Brown is one of the officers of the Investors Syndicate, Incorporated, located in that building. At this office Agent was informed that Mr. A. L. Brown traveled a good deal about the country, making lectures, and that at the present time he is on the road and will not be back until the latter part of March.

Mr. Frank Helle, 1112 Clarence Avenue, Oak Park, Illinois, informed Agent that he is President of the Piano, Organ and Musical Instrument Workers Union of America. In the first part of October, 1933 he was in Washington, D. C., attending a convention of the American Federation of Labor and afterwards returned to Chicago by plane. He said he knew no one on the plane and talked to no one because the ride had made him extremely ill. He recognized one of the passengers as having been the Assistant Attorney General when the latter was described to him. Mr. Helle recalled that when passing near Chesterton, Indiana a man in front of him got up from his seat and leaned across to a woman on his right, spoke to her and pointed out of the window. Mr. Helle thought at the time that the man was pointing out the location of Chesterton, Indiana. Mr. Helle is acquainted with this locality because he owns a summer camp at Plant Lake, about 4 miles from Chesterton.

Mr. Helle was sitting in the second from the last seat on the left side of the plane looking forward. The man he spoke of was sitting 3 or 4 seats in front of him on the same side, while the woman was sitting on the right side of the plane. Mr. Helle was unable to describe either the man or the woman because he said he had not paid any particular attention at the time. The incident referred to was later explained by Miss Mae Claridge, who had been sitting in the seat indicated by Mr. Helle.

Miss Mae Claridge, a passenger on Trip 25 of October 8, 1933, was interviewed at her home, 8045 Engleside Avenue, Chicago, Illinois. She said that she is employed as a school teacher by the City of Chicago and that in October, 1933 she had gone to Washington, D. C. to be with friends and to witness one of the World Series baseball games. She said that she left on a Friday and returned to Chicago by plane the following Sunday. She said she was not acquainted with the fact that the Assistant Attorney General, Joseph P. Keenan, had been a passenger on her plane. She spoke very little to anyone during the trip and noticed nothing suspicious or unusual in the actions of any of her fellow passengers. She said that when her plane was approximately over Chesterton, Indiana she had noticed another plane flying past and had pointed it out to the man seated across from her. This is thought to be the incident referred to by Mr. Helle.

It was found that Mr. Frank Bane, another passenger on the October 8, 1933 trip, is a Director of the American Public Welfare Association, 850 East 58th Street, Chicago, Illinois. Mr. Bane advised that he travels very much by plane in his business and has occasion to use a plane 4 or 5 times every month. He could recall none of the incidents of the trip about which this Agent was making inquiry and was unable to remember whether he had been acquainted with any of the passengers.

At 820 South Michigan Avenue, Chicago, Illinois, the offices of the American Radiator and Standard Sanitary Corporation, it was learned that W. N. Scudder, also a passenger on Trip 25 of October 8, 1933, is Vice-President of this organization. Mr. Scudder was seriously ill in the hospital at the time of this Agent's visit and could not be interviewed.

Miss Nellie Rolston, 5045 Winnemac Street, Chicago, Illinois, stated that she had been going with Emil Smith for 7 years prior to the time of his death; that they had always been on the best of terms and that they had intended to be married, although Smith's family was opposed to such a union. Miss Rolston had not seen Smith for two years prior to his departure for New York, however, and did not know he had been until she read an account of the tragedy in the newspapers. According to Miss Rolston, Smith was of a retiring nature, but nevertheless optimistic and cheerful at all times. He was a lover of hunting and fishing and guns were his hobby. He never, to her knowledge, carried on any experiments with explosives and Miss Rolston is positive that he was not connected with any illegal enterprises. He had no enemies that she knew of and she stated that it was highly improbable that the occurrence could be traced to any fault on the part of Smith.

Inasmuch as a review of the file indicated that no investigation had ever been made of Frederick I. Schendorf, a passenger on the ill fated plane, this Agent made inquiries about him at the offices of R. Cooper, Jr., Incorporated, 221 North LaSalle Street, Chicago, Illinois. Mr. C. J. Basler, President of the Air Conditioning Corporation, stated that Schendorf, at the time of his death, was about 30 years old; that he was affable and well liked by everyone in the office. He was certain that he had no enemies. Mr. Marr, Vice-President of the Cooper Company, stated that Schendorf's home life was of the happiest; that he had had no enemies and that self-destruction was out of the question. He stated that Schendorf had left a wife and two children but had carried no insurance at all.

At the offices of the United Airlines on Cicero Avenue, Mr. D. B. Collier, Vice-President, was again contacted for any further information he might have had on this case. He said that they had received no further information but that it was his opinion that the explosive had been secreted in the blanket compartment sometime during a previous trip. Mr. Collier said that this was merely an opinion and that aside from the fact that experts had concluded that the explosion had occurred in the rear part of the plane, he had no facts upon which to base his conclusion. When asked about radio operator Burris, Mr. Collier said that he had come to the company well recommended and that prior to that time had been employed by the United States Department of Commerce. He said, however, that he understood that Burris, at the time of his death, had had some family difficulties, the nature of which were not known. He said that Burris' wife is now living in Cleveland and that he would find her address and communicate it to this Agent. He later called and said that Mrs. Burris is at present living at 662 South 18th Street, Columbus, Ohio.

For the benefit of the Cincinnati office and the San Francisco office, neither of which have received previous reports in this case, on October 10, 1933 a United Airlines plane, No. 1613304, enroute from Cleveland, Ohio to Chicago, Illinois, crashed near Chesterton, Indiana causing the death of all of the 7 passengers therein. An examination by experts showed that the crash was caused by a high explosive placed in the rear part of the plane. The explosion occurred in the air prior to the crash. No evidence has been uncovered to date to explain the presence of this explosive in the plane. Those killed in the crash were Harold R. Tarrant, Chief Pilot; A. T. Ruby, Co-Pilot; Miss Alice Griffith, stewardess; H. T. Burris, radio service employee of the United Airlines - Burris was not on duty status at the time; Fred Schendorf, passenger; Miss Dorothy M. Dwyer, passenger; and Emil Smith, passenger.

It was noted in the report of Special Agent J. J. Keating, Chicago, Illinois, dated November 14, 1933, a copy of which is being sent to the San Francisco office, herewith, for their aid in carrying out the lead set out for that office, that shortly after the day of the crash, Miss Rosemary Stratton, agents for the Foster Traveling Bureau, Benson Hotel, Portland, Oregon, made a statement which indicated that Mr. John J. Lavin and Mr. J. E. Edwards might have some knowledge of the cause of the explosion in this plane. Neither Lavin nor Edwards have ever been interviewed.

UNDEVELOPED LEADS

SAN FRANCISCO OFFICE.

At San Francisco, California, will interview Mr. V. J. Edwards relative to the information contained in the statement of Miss Rosemary Stratton contained in the report of Special Agent J. J. Keating, which is being forwarded to the San Francisco office herewith.

SECRETARY OFFICE.

At Columbus, Ohio, will ascertain from Mrs. M. E. Darris, the nature of the family difficulties that Darris was having at the time of his death and whether they had any significance in the light of later events.

P E N D I N G

AGB:IFM
62-29755

April 1, 1935.

WJ
N
Special Agent in Charge,
Cincinnati, Ohio.

RE:

UNKNOWN SUBJECT;
CHIEF OF FREEED AIR LINES
TAMM-CIT PLAIN NO. 13-18304

Dear Sir:

The Division file in the above entitled case indicates that this case is not receiving prompt investigative attention in your district.

This matter should be placed in line for early investigative attention and you should submit a report to the Division at the earliest possible date.

Very truly yours,

John Edgar Hoover,
Director.

cc-San Francisco

RECORDED

62-29755-59
APR 2 1935

WJ

AGB:MMY
62-29755

LM

April 5, 1935.

Special Agent in Charge,
San Francisco, California.

RE: UNKNOWN SUBJECTS,
GRACE CO. LINES AIR LINES
TRANSPORT PLANE LO. EC-13504

Dear Sir:

The Bureau file in the above entitled case indicates that this case is not receiving prompt investigative attention in your district.

This matter should be placed in line for early investigative attention and you should submit a report to the Bureau at the earliest possible date.

Very truly yours,

J. E. Hoover

John Edgar Hoover,
Director.

cc-Cincinnati

RECORDED

62-29755-60

FILE

Handwritten signature/initials

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT

Chicago, Ill.

FILE NO.

62-925

REPORT MADE AT Cincinnati, Ohio	DATE WHEN MADE 4-4-35	PERIOD FOR WHICH MADE 4-1-35	REPORT MADE BY Chapman Fletcher ACR
TITLE UNKNOWN SUBJECTS			CHARACTER OF CASE CRASH OF UNITED AIR LINES TRANSPORT PLANE NO. 10 - 12304

SYNOPSIS OR FACTS:

No information of value relative to disaster obtained from Mrs. Burris whose mental condition would not permit close inquiry as to possible family difficulties.

R. U. C.

REFERENCE:

Report Special Agent J. H. Reilker, Chicago, Ill., dated March 1, 1935.

DETAILS:

AT COLUMBUS, OHIO.

DETAILS:

Agent interviewed Mrs. Helen Burris, 662 Eighteenth Street South, Columbus, Ohio. She is the widow of Warren Fairhill Burris. Mrs. Burris is extremely nervous and immediately upon mentioning her husband's name she became hysterical and the interview with Mrs. Burris was most difficult. In view of this condition agent did not feel it wise to mention any family difficulties. In the general conversation, though, Mrs. Burris stated that Burris worshiped his family and that his family worshiped him. She said that Burris secured his position with the United Air Lines on August 16, 1933. His headquarters were at Cleveland, Ohio. The last Sunday in September, 1933, she says Burris spent with them at Columbus and also the first Sunday in October, 1933. On this last occasion Burris told her that he was going to Chicago for the company and he left on the train Sunday night, October 1, 1933, she thinks it was, and she did not see Burris after that. On this occasion Burris told her to get their young son Jimmie ready and let Jimmie come to Chicago and stay with him so that Jimmie could see the Worlds Fair. She says she received a letter written by Burris in Cleveland on Monday and another letter written in Cleveland on Tuesday and this is the last she

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APPROVED AND FORWARDED: <i>E. J. Connelley</i> SPECIAL AGENT IN CHARGE	62-29955-61	RECORDED AND INDEXED APR 8 - 1935
COPIES OF THIS REPORT FURNISHED TO: 3- Bureau 2- Chicago 2- Cincinnati	UNITED STATES APR 6 - A.M. BUREAU OF INVESTIGATION ROUTED TO: <i>ONE</i> FILE	CHECKED OFF: APR 9 - 1935 JACKETED:

*100 West 8th Avenue
N.Y.C. 14*

heard from him except that the Company sent her a letter after his death which Burris was writing on the plane. This letter, she says, apparently was not complete, the last thing mentioned in the letter is that he had just passed over Toledo which place he left at 6:59 P.M. for Cleveland, arriving in Cleveland at 7:31 P.M. and leaving Cleveland at 7:37 P.M. for Chicago. She says that Burris had no enemies so far as she knows; that he never had any interest in explosives or firearms and she could furnish no information of any value to this investigation. Mrs. Burris has the following children: Jimmie, age sixteen; Marjorie, age twelve; and Dickie, age nine.

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN.

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT **Chicago, Illinois**

FILE NO. **62-1272**

REPORT MADE AT: San Francisco, Cal.	DATE WHEN MADE: 4/19/35	PERIOD FOR WHICH MADE: 4/4 and 5/35	REPORT MADE BY: E. J. McJANE - MF
TITLE: UNITED AIR SUBJECTS			CHARACTER OF CASE: CRASH OF UNITED AIR LINES TRADE SECRET PLANE NO. 10-13304

SYNOPSIS OF FACTS:

Chinese Consul denies knowing W. J. Edwards or J. J. Lavin. W. J. Edwards admits taking passage with United Air lines on August 17, 1933, which passage he desired to keep secret for business reasons but denies the authorization of the use of fictitious names. Norton Lilly obtained contract which has been completely performed. J. J. Lavin not located.

E.

REFERENCE:

Report Special Agent J. H. Heilker, Chicago, Illinois, dated March 1, 1935.

DETAILS:

At San Francisco, California.

DETAILS:

The Chinese Consul, 551 Montgomery Street, stated that he knew neither Mr. J. J. Lavin nor Mr. W. J. Edwards. He recalled, however, that the ships of the Norton Lilly Company had been used in the transportation of wheat. A reading of the records failed to disclose the names. He declared that many companies had competed, but he knew of no rivalry between such concerns.

Mr. W. J. Edwards, manager of the San Francisco Branch of the Norton Lilly Co., 230 California Street, stated that the Norton Lilly Company had obtained contracts with the Chinese government and that such contracts had been completely

DO NOT WRITE IN THESE SPACES

APPROVED AND FORWARDED: <i>E. J. McJANE</i> SPECIAL AGENT IN CHARGE	62-14955-62	RECORDED AND INDEXED: APR 24 1935
COPIES OF THIS REPORT FURNISHED TO: 3 Bureau 2 Chicago 2 San Francisco	UNITED STATES APR 24 A.M.	CHECKED OFF: MAY 1 1935
	BUREAU OF INVESTIGATION ROUTED TO: FILE	PACKETED

1 cc Bureau 4-20-35
1 cc Dept of Commerce 4-20-35

performed. He admitted booking passage with Mr. J. J. Lavin on August 17th and he stated that Mr. Lavin was a representative of the Chinese government. He stated that the Chinese Consul in San Francisco probably did not know either himself or Mr. Lavin since the contact was made directly through Dr. Wey of New York, who is now en route to China. The contracts had not been signed on August 16th prior to his trip to New York. Consequently, Mr. Edwards was not desirous of having his contact disclosed to his competitors. He stated that he may have told Miss Stratton not to make known the fact that he and Mr. Lavin were engaging passage, but he stated that he never authorized the use of fictitious names. He knew of no competitor who might be considered an enemy of his. He considered Lavin to be a man who indulged excessively in alcohol and who was inclined to throw an air of mystery about himself and his position. He further stated that Mr. Lavin's connection with the Chinese government had been severed and that Mr. Lavin had called upon him recently in his offices at San Francisco. He believed that Mr. Lavin might be located at either the Palace Hotel or the St. Francis Hotel in San Francisco.

The registers at both hotels were checked but Mr. Lavin was not registered. On being advised of this, Mr. Edwards stated that he knew no reason why Mr. Lavin should inform him he was registered at such hotels and promised that if Mr. Lavin made a call at his office he would communicate immediately with this office.

UNDEVELOPED LEAD.

The SAN FRANCISCO OFFICE at San Francisco will keep in contact with W. J. Edwards to ascertain the present whereabouts of J. J. Lavin and will communicate with the Chinese Consul in reference to Dr. Wey's connection with the Chinese government.

PENDING.

Post Office Box 312,
Chicago, Illinois.

April 25, 1935

Special Agent in Charge,
San Francisco, California

Dear Sir,

RE: UNKNOWN SUBJECTS;
CRASH OF UNITED AIR LINES
TRANSPORT PLANE NO. 10-15704

The report of Special Agent J. H. Neillier,
dated at Chicago, Illinois, March 1, 1935, sets forth
an undeveloped lead for your Office at San Francisco.

It will be appreciated if you will give this
Office the benefit of any investigation being made at
San Francisco at your earliest convenience.

Very truly yours,

R. H. PURVIS,
Special Agent in Charge

VCC:mng
62-1031
CC-Bureau

62-19755

END

W

H

May 23, 1935

Special Agent in Charge,
San Francisco, California.

RE: UNKNOWN SUBJECTS;
CRASH OF UNITED AIR LINES
TRANSPORT PLANE NO. UC-1304.

Dear Sir:

The Bureau file in the above entitled case indicates that this case is not receiving prompt investigative attention in your district.

This matter should be placed in line for early investigative attention and you should submit a report to the Bureau at the earliest possible date.

Very truly yours,

John Edgar Hoover,
Director.

62-29755-63

RECORDED

UNITED STATES BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT Chicago, Illinois.

FILE NO. 62-1272

REPORT MADE AT: San Francisco, Calif.	DATE WHEN MADE: 5/20/35	PERIOD FOR WHICH MADE: 4/20/35 5/10/35	REPORT MADE BY: E. J. McCABE, - FP
TITLE: UNKNOWN SUBJECTS			CHARACTER OF CASE: CRASH OF UNITED AIR LINES TRANSPORT PLANE NO. NC-13504

SYNOPSIS OF FACTS:

Dr. P. Wei, Financial Advisor, Chinese Government, advised that J. J. Lavin had been employed by Chinese Government; that his position was terminated December, 1934; no knowledge of any ill feeling. Lavin's address is 2146 N.E. 8th Avenue, Portland, Oregon.

RUC.

REFERENCE:

Report of Special Agent E. J. McCabe, dated at San Francisco, California, April 19, 1935.

DETAILS:

AT SAN FRANCISCO, CALIFORNIA.

The Chinese Consul telephoned the San Francisco Bureau Office to advise that Dr. P. Wei was staying at the Sir Francis Drake Hotel and would be willing to be interviewed.

Dr. P. Wei presented credentials showing his correct name and indicating that he was Financial Advisor to the Chinese Legation. He stated that he had been in charge of the transportation of wheat purchased by China and was anxious to see if there were any charges of illegality in that regard. He stated that J. J. Lavin had been employed under contract which ran from June, 1933 to December, 1934, as Western Representative for the purpose of obtaining boats and transportation for the wheat. He stated that he had not known Lavin personally, but that he had been recommended as a good trader and business man by the General Mills Company, Minneapolis, Minnesota. It developed that trading was not necessary, inasmuch as all of the wheat was purchased directly from the United States Government.

APPROVED AND FORWARDED

Jay C. Newman
SPECIAL AGENT IN CHARGE

COPIES OF THIS REPORT FURNISHED TO:

- 3-Bureau
- 2-Chicago
- 2-Portland (2 enclosures)
- 2-San Francisco

JUN 3 1935

1 cc Keenan 5-29-35

DO NOT WRITE IN THESE SPACES

62-29755-64

MAY 27 A.M.

BUREAU OF INVESTIGATION

ROUTED TO:

FILE

RECORDED AND INDEXED

MAY 28 1935

CHECKED OFF:

JUN 3 1935

JACKETED:

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1 cc Dept of Commerce 9/20/35 cil

Dr. Wei advised that Mr. Lavin seemed to have an inflated idea of his own importance and that he had a tendency to take more authority upon himself than was justified.

Dr. Wei considered Mr. Lavin merely an average business man who indulged rather excessively in intoxicants and had a tendency to boast about his ability. He considered him conscientious and an individual who attempted, in every way, to abide by his contract.

Dr. Wei stated that there had been some competition between the stormship companies, but that there had been no considerable ill feeling, to his knowledge. He advised that Mr. Lavin's address was 2140 N.W. 8th Avenue, Portland, Oregon and he believed that he could be reached at this address.

Inasmuch as no report has been directed to the Portland Office, to which office a lead is being directed in this report, the following information is furnished:

On October 10, 1933, a United Airlines plane, No. NC12704, enroute from Cleveland, Ohio to Chicago, Illinois, crashed near Charleston, Indiana causing the death of all of the 7 passengers therein. An examination by experts showed that the crash was caused by a high explosive placed in the rear part of the plane. The explosion occurred in the air prior to the crash. No evidence has been uncovered to date to explain the presence of this explosive in the plane. Those killed in the crash were Harold R. Tarrant, Chief Pilot; A. P. Doby, Co-Pilot; Miss Alice Collier, stewardess; H. R. Purris, radio serving employee of the United Airlines - Purris was not on duty status at the time; Fred Schellert, passenger; Miss Dorothy M. Dyer, passenger; and Emil Smith, passenger.

Shortly after the day of the crash, Miss Rosemary Stratton, agent for the Foster Traveling Bureau, Benson Hotel, Portland, Oregon, made a statement which indicated that Mr. John J. Lavin and Mr. J. J. Edwards might have some knowledge of the cause of the explosion in this plane. Neither Lavin nor Edwards have ever been interviewed.

Mr. John J. Lavin gave his name as Mr. C. J. Lavin, and Mr. J. J. Edwards gave his name as Mr. J. J. Stratton on an airplane trip to New York on August 17th, 1933.

Miss Stratton advised that Mr. Lavin had stated that he had a reservation on the ill fated plane and had not used it, but had taken the next plane following. Afterwards she had spoken to Mr. Lavin and had inquired of him what he thought about it. Mr. Lavin stated that he was convinced that the ship was blown up by a bomb. She said: "Are you sure that bomb was not intended for you?" He said, "Where did you get the idea that I was such a big man that anyone would try to blow me up?" She said, "You were apparently the biggest man either aboard the ship or one who had intended to take the plane." He laughed and said, "I still think it was a bomb."

Report of the writer dated at San Francisco, California, detailing results of an interview with W. J. Edwards is being enclosed with copies of this report to the Portland Office for their assistance in conducting investigation at Portland as is also a copy of report of Agent J. H. Heilker, dated at Chicago, Illinois, March 1, 1935.

UNDEVELOPED LEAD:

The Portland Office, at Portland, Oregon, will conduct appropriate investigation, interviewing J. J. Lavin, 2146 N.E. 8th Avenue, Portland, Oregon.

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN.

Form No. 1

THIS CASE ORIGINATED AT Chicago, Illinois

FILE NO. 62-1128

REPORT MADE AT: Portland, Oregon	DATE WHEN MADE: 8-1-35	PERIOD FOR WHICH MADE: 7-9-19-35	REPORT MADE BY: Ralph T. Hood
TITLE: UNKNOWN SUBJECTS			CHARACTER OF CASE: Crash of United Air Lines Transport Plane No. NC-13304

SYNOPSIS OF FACTS:

J. J. Lavin not presently in Portland,
Oregon. Present address is not obtainable.

P.

REFERENCE:

Report of Special Agent E. J. McCabe,
San Francisco, California, May 20, 1935.



AUG - 6 1935

MINUTAGE

At Portland, Oregon.

The Portland City Directory revealed the address of J. J. Lavin as Ambassador Apartments, 1209 S. W. Sixth Street, Portland, Oregon. Agent called at this address and talked to wife of Lavin by phone. Mrs. J. J. Lavin stated that her husband had deserted her several months prior to that time and that neither she nor her attorneys were able to locate him.

APPROVED AND
FORWARDED:

SPECIAL AGENT
IN CHARGE

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COPIES OF THIS REPORT FURNISHED TO:

- 3 Bureau
- 2 Chicago
- 2 Portland

COPIES DESTROYED

170 AUG 28 1964

1cc - Keweenaw
8-2-35
RTH:FGD

62-29755-65

AUG - 6 A.M.

BUREAU OF INVESTIGATION
DEPARTMENT OF JUSTICEROUTED TO:
STAT. SECT.

RECORDED AND INDEXED:

AUG 6 1935

AUG 8 1935

JACKETED:

Agent interviewed Mr. P. Lavin, brother of J. J. Lavin, 2146 N. E. 8th Street, Portland, Oregon who advised agent that he did not know of the present address of his brother and stated that he had not heard from him since his departure from Portland. He further advised agent that he expected to hear from his brother within a short time and that he would furnish his address to agent and would have his brother call at some office of the Federal Bureau of Investigation for an interview. Agent again called on Mr. P. Lavin on July 19th and he stated that he had not heard from his brother and that he would advise agent upon receipt of any message from him. On both occasions Mr. Lavin was reluctant to talk until he knew the purpose of the interview and he stated that he recalled the accident and also remembered that his brother J. J. Lavin was in the West about that time.

UNDEVELOPED LEAD:

PORTLAND OFFICE: At Portland will again contact Mr. P. Lavin, 2146 N. E. 8th Street, Portland, Oregon and attempt to obtain the present address of J. J. Lavin.

PENDING

Form No. 1

THIS CASE ORIGINATED AT **Chicago, Illinois**

RECEIVED

REPORT MADE AT: Portland, Oregon	DATE WHEN MADE: 8-16-35	PERIOD FOR WHICH MADE: 8-9-35	REPORT MADE BY: H. A. King
TITLE: UNKNOWN SUBJECTS			CHARACTER OF CASE: Crash of United Air Lines Transport Plane No. NC-13304

SYNOPSIS OF FACTS:

J. J. Lavin recalls the crash of Transport Plane but unable to furnish any valuable information. He is positive that he was not an intended victim.

HUC

REFERENCE:

Report of Special Agent Ralph T. Hood, Portland, Oregon dated August 1, 1935.

DETAILS:

On August 9, 1935 J. J. Lavin, who states that he can always be reached through his brother, P. Lavin, 2146 N.E. 8th Avenue, Portland, called at the Portland Bureau office and was interviewed by the writer. Mr. Lavin verified information contained in previous reports to the effect that he was employed by the Chinese Government in purchasing wheat in 1933, stating that he took a trip from Portland, Oregon to New York City some time in August, 1933; that he is unable to recall the exact date but it was probably about August 16th or 17th, 1933. Mr. Lavin stated that he

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APPROVED AND FORWARDED: <i>[Signature]</i>	SPECIAL AGENT IN CHARGE	62-29755-66	RECORDED AND INDEXED: AUG 23 1935
COPIES OF THIS REPORT FURNISHED TO: 3 Bureau 2 Chicago 2 Indianapolis 2 Portland		BUREAU OF INVESTIGATION DEPARTMENT OF JUSTICE ROUTED TO:	CHECKED OFF: AUG 26 1935 JACKETED:
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personally made reservations with the United Air lines for transportation of himself and W. J. Edwards; that if Edwards used an assumed name he must have spoken to the Travel Bureau after he, Lavin, made the reservations; Mr. Lavin advised that he was residing at the Benson Hotel, Portland at the time; that he maintained an office of a sort in the Hotel and always made his reservations through the Foster Travel Bureau in that Hotel. He is unable to recall the representative of the Foster Travel Bureau who made the reservations and does not remember any conversation with any representative of this Travel Bureau or with anyone respecting the trip of the aeroplane. Regarding the trip to New York with Edwards Lavin advised that as near as he could recall he stopped at the New Yorker Hotel and that Edwards went to the Waldorf Astoria, although he is not certain as to this. He stated that while in the East he travelled considerably between New York and Washington, D. C. and when in Washington, D. C. usually stayed at the Mayflower or Wardman Park Hotel; that he believes that he last stayed at the Wardman Park Hotel inasmuch as it was cooler there than the Mayflower and that on his return from Washington, D. C. and New York City to Portland, Oregon he made reservations on an aeroplane through the porter at the Wardman Park. Mr. Lavin was rather certain that he had made reservations on the aeroplane through the party who handles these matters at the Wardman Park Hotel.

He states that the reservations were made for him from Washington, D. C. to New York City where he was to change planes for Portland, Oregon; that he took an aeroplane from Washington, D. C. to New York City and that there was no one on the plane from Washington to New York whom he knew; that he did not advise anyone of his intended trip and he did not recall wiring any friends, relatives or acquaintances concerning the trip; that when he arrived at Newark, New Jersey he found that his reservations on the first aeroplane out had been taken up and that he was forced to await for a later plane. He advised that at the present time he does not recall why he was unable to take the first plane West, which was the transport plane number NC-13304 but apparently the party making the reservation for him in Washington had made some mistake. Mr. Lavin stated that he believes that he went into the city of Newark for a short time while awaiting the next plane West; that he returned to the airport and did take a later aeroplane. Mr. Lavin advised that he is positive that no one had any reason to cause him any harm and was positive that he was not an intended victim on the fatal plane. He stated that he returned directly to Portland, Oregon where he again stopped at the Benson Hotel. Mr. Lavin states that he recalls very distinctly the blowing up or the crash of the transport plane; that he knew no one on the plane and never heard anything concerning the crash and had no idea how it happened; that he does not recall discussing the matter with anyone, although admitted while under the influence of liquor he may possibly have discussed the matter with various people.

Mr. Lavin was unable to furnish any further information, stating that he could always be located through his brother, he having no permanent address in Portland at the present time owing to marital difficulties.

REFERRED UPON COMPLETION TO OFFICE OF ORIGIN

RECORDED

REK:CSH

CIL:CSH

62-29755 - 67

September 20, 1935

MEMORANDUM FOR ASSISTANT ATTORNEY GENERAL KEENAN

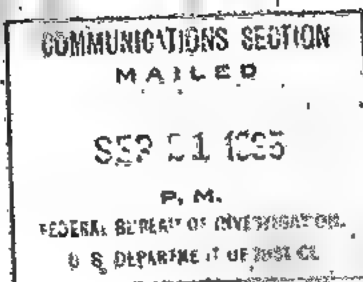
RE: UNKNOWN SUBJECTS,
Crash of United Air Lines
Transport Plane No. NC-13304.

Your attention is invited to the reports submitted by the Bureau relative to the above entitled case.

A review of the file discloses that all undeveloped leads in this case have been exhausted, and the investigation has not developed any facts which would justify presenting this matter to the United States Attorney. Therefore, this case is being closed.

Very truly yours,

John Edgar Hoover,
Director.



Division of Investigation

U. S. Department of Justice

Post Office Box 812

Chicago, Illinois

September 7th, 1935

3/6
vbb
Director
Federal Bureau of Investigation
United States Department of Justice
Pennsylvania Ave. at 9th St., N. W.
Washington, D. C.

Dear Sir:

Reference is made to the case entitled UNKNOWN SUBJECTS;
CRASH OF UNITED AIR LINES TRANSPORT PLANE NO. NC-13304.

A review of the file in this Office reflects that all
leads in connection with this matter have been completely
exhausted and authority is therefore requested from the
Bureau to consider this case closed at this Office.

Very truly yours,

DML:IJM
62-1691

D. M. Ladd
D. M. LADD
Special Agent in Charge

*Memo. Mr. Keenan
9/22/35. CID*

RECORDED

SEP 30 1935

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62-29255-67	
FEDERAL BUREAU OF INVESTIGATION	
SEP 10 1935	
U. S. DEPARTMENT OF JUSTICE	
ENCLOSURE	FILE

CIL:CCJ
62-29755

September 20, 1935

RECORDED

62-29755-68	
FEDERAL	INVESTIGATION
SEP 23 1935	
FILE	

Mr. Joe T. Shumate,
Chief, General Inspection Service,
Bureau of Air Commerce,
Department of Commerce,
Washington, D. C.

Dear Sir:

I am transmitting herewith copies of the following reports relative to the case entitled UNKNOWN SUBJECTS, CRASH OF UNITED AIR LINES TRANSPORT PLANE NO. NC-13304:

Report of Special Agent J. H. Heilker, dated at Chicago, Illinois, March 1, 1935.

Report of Special Agent Chapman Fletcher, dated at Cincinnati, Ohio, April 4, 1935.

Report of Special Agent E. J. McCabe, dated at San Francisco, California, April 19, 1935.

Report of Special Agent E. J. McCabe, dated at San Francisco, California, May 20, 1935.

Report of Special Agent H. A. King, dated at Portland, Oregon, August 16, 1935.

The investigation conducted has disclosed no facts which would warrant presenting this case to the United States Attorney. Therefore, no further investigation will be conducted by this Bureau.

Very truly yours,

John Edgar Hoover,
Director.

COMMUNICATIONS SECTION
MAILED

SEP 21 1935

P. M.

FEDERAL BUREAU OF INVESTIGATION

U. S. DEPARTMENT OF JUSTICE

Enclosure 826571

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DATE: 2-27-59
13

[Handwritten signature]

CIL:CT

September 27, 1935.

62-29755-67

RECORDED

Special Agent in Charge,
Chicago, Illinois

RE: UNKNOWN SUBJECTS;
CRASH OF UNITED AIR LINES
TRANSPORT PLANE NO.
NC-13304

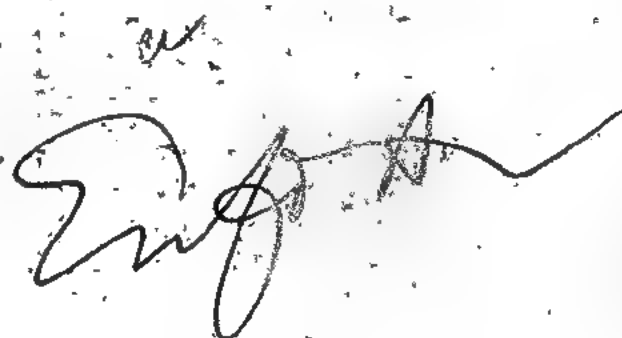
Dear Sir:

Reference is made to your letter of September 7, 1935 requesting authority for your office to close the above mentioned case.

This is to advise that this authority is hereby granted and the case may be considered closed by your office.

Very truly yours,

John Edgar Hoover,
Director.



COMMUNICATIONS SECTION
MAILED
SEP 27 1935
P. M.
RECEIVED INVESTIGATIVE
SECTION

105-70

1

Mr. Hughes:

Briefly, the letter from Mr. Thorp Henshaw, V. P.
United Air Lines, together with photographic exhibits
and reports of Dr. C. W. Muehlberger and A. H. Nickolls
all are designed to show that the plane NC 13304 which
crashed at Chestertown Ind. on Oct. 16, 1933 crashed
due to some "high explosive" secreted in the plane and not
because of aerodynamic pressure or gasoline explosion.
No leads are furnished, but a request is made to have
the case re-opened looking toward the apprehension
of the perpetrator.

Respectfully
Charles M. Black

①

Letter dated 12/29/33 from Thorp Hisecock, V. G. United Air Lines, transmitting complete set of photographs covering exhibits of damaged portions of United Air Lines' plane N.C. 13304 which crashed at Chesterton, Ind. also transmitting report by Dr. C. W. Muehlberger, who is the explosive expert for the Scientific Crime Detection Laboratory of Northwestern University (Assistant to Dr. Stoddard). also transmitting copy of a report of A. H. Nuckolls covering his findings in connection with the explosion, upon which the Insurance Company paid the United Air Lines' claim of \$63,000. also transmitting report of N. J. Beck, adjuster for the Western Adjustment and Inspection Co., who worked with Mr. Nuckolls in collecting the evidence independently of United Air Lines' employees.

The photographic exhibits, comments thereon and conclusion of Mr. Hisecock are designed to show that the plane was destroyed by a high explosive, rupturing the center section of the fuselage at about the toilet section and separating the tail assembly from the rest of the plane. ^{also} ^{reciting} that portion of the plane which was shattered by

the explosion fell separately to the ground at a considerable distance from the point of ultimate crash and was not damaged by fire. - @

Mr. Niccock's letter also recites that an autopsy showed that the ear drums of "Smith and Burris" were ruptured; that "expert testimony by more or less casual observers on the ground has been proved fundamentally unreliable; that no evidence was developed by the Coroner's questioning, except that an explosion had occurred, after which the plane changed its direction, crashed and burned. The question of aerodynamic pressure was considered and the possibility of an aerodynamic explosion subsequent to a severing of the tail section due to structural or other causes ruled out. - In considering the possibility of a gasoline explosion it was decided by Mr. Nuckolls and Mr. Muehlberger that if such explosion had occurred it "would have followed back along the source of vapor supply and would have been of a very general character, and not of the localized character found, but would have destroyed practically the entire (one).

(3)

fuselage - the gasoline explosion possibility is completely ruled out, that ~~"from the above two indications (fast aerodynamic and gasoline explosion possibilities)~~

The "time sequence" of the explosion, also is considered, ~~and~~ and the letter recites "the time sequence of the explosion as related to the ~~dis~~ severance of the tail, the fact that the Cowl fastener or latch was found in the bulkhead at the extreme rear of the fuselage in that section which fell ~~separate~~ from the plane, logically determines that the explosion occurred driving the latch to the rear before the tail was separated from the plane - another consideration supporting this view is that ~~the~~ on the entering edges of the right hand horizontal stabilizer, was found the imprint of the United Air Lines' sign, which is painted on the right hand side of the fuselage, along that section of the skin blown off by the explosion and forward of the tail section. ~~from the above two indications of time sequence~~ it is pointing that the explosion occurred and that the severance of the tail surfaces resulted therefrom and were therefore, of secondary and not primary character."

4.

Conclusion of letter

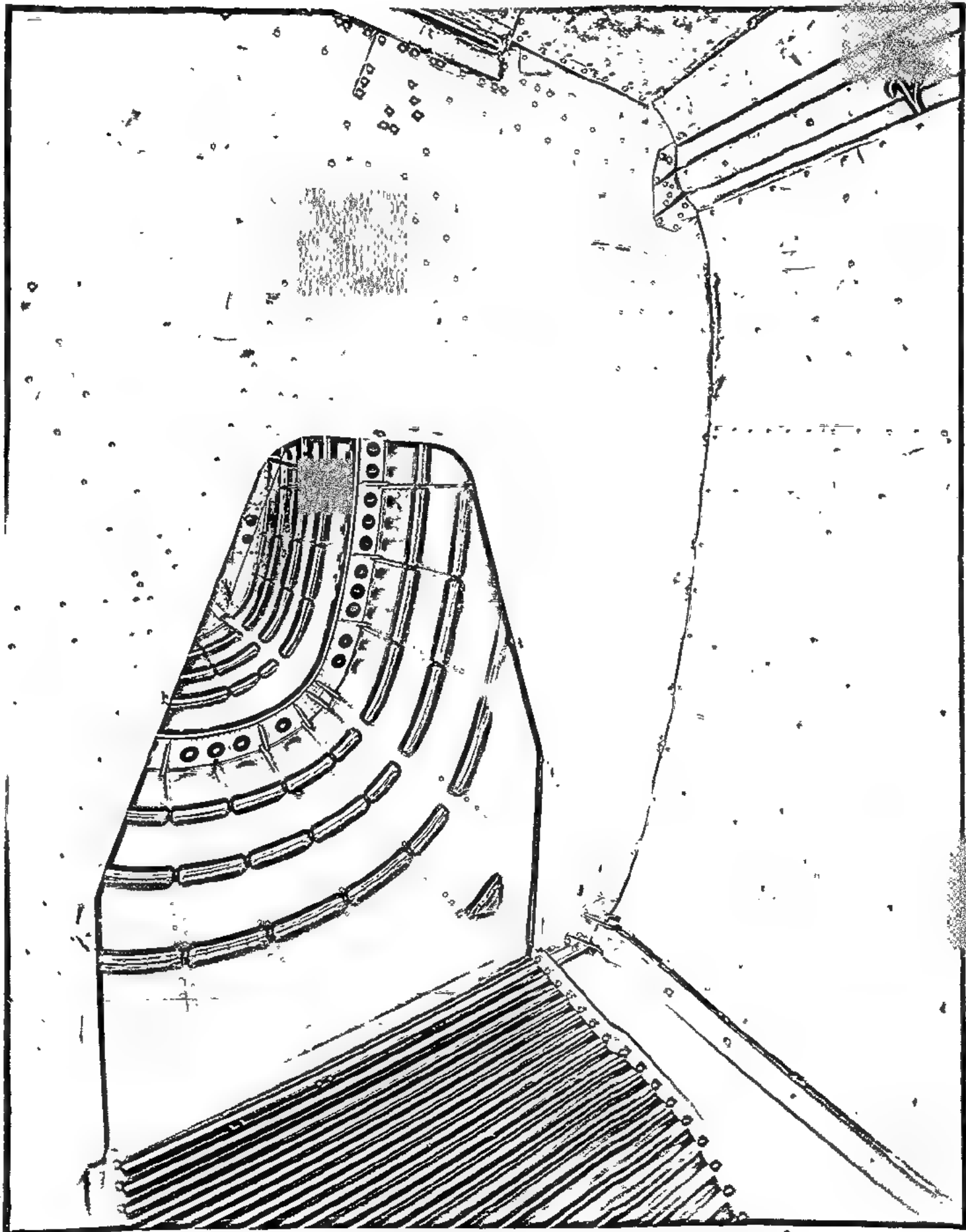
"we are most anxious to have this case re-opened and brought to a successful conclusion by the apprehension of the perpetrator."

— No leads are furnished —

OB

62-29755-40

Please credit:
UNITED AIR LINES Photo



62-29758-40

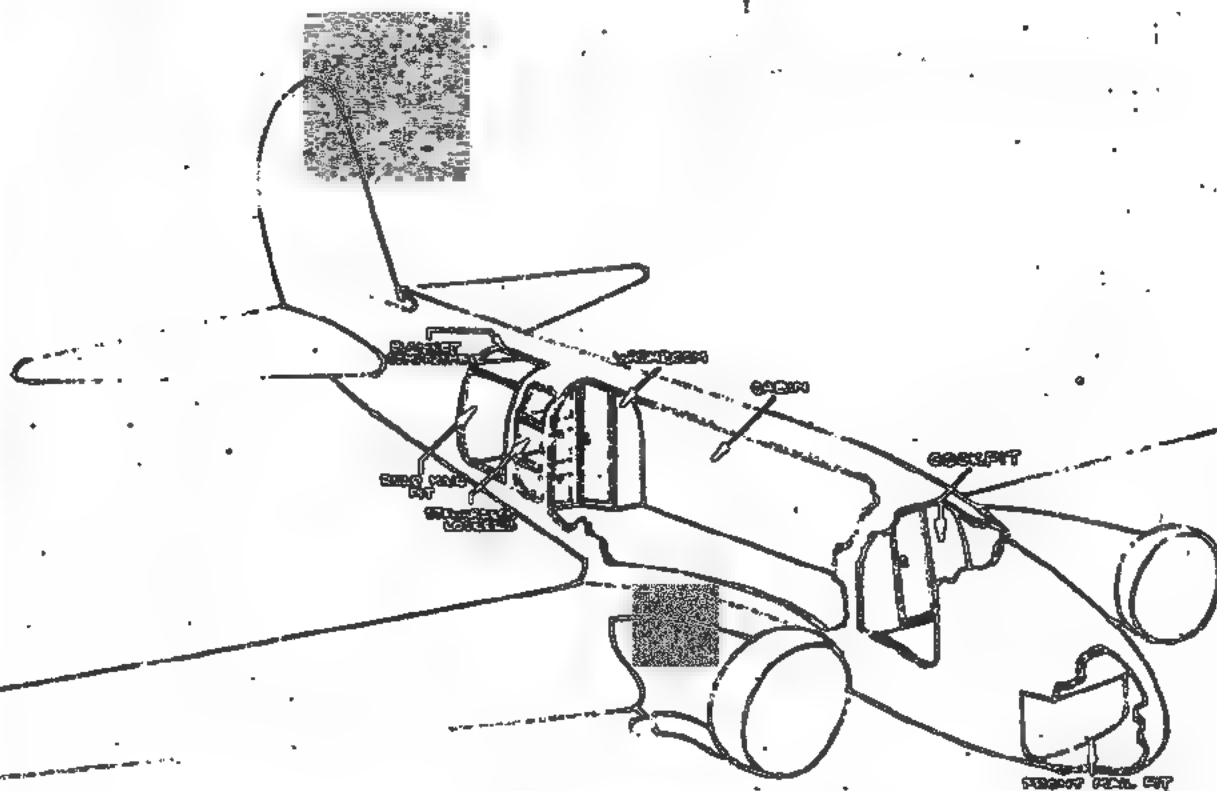
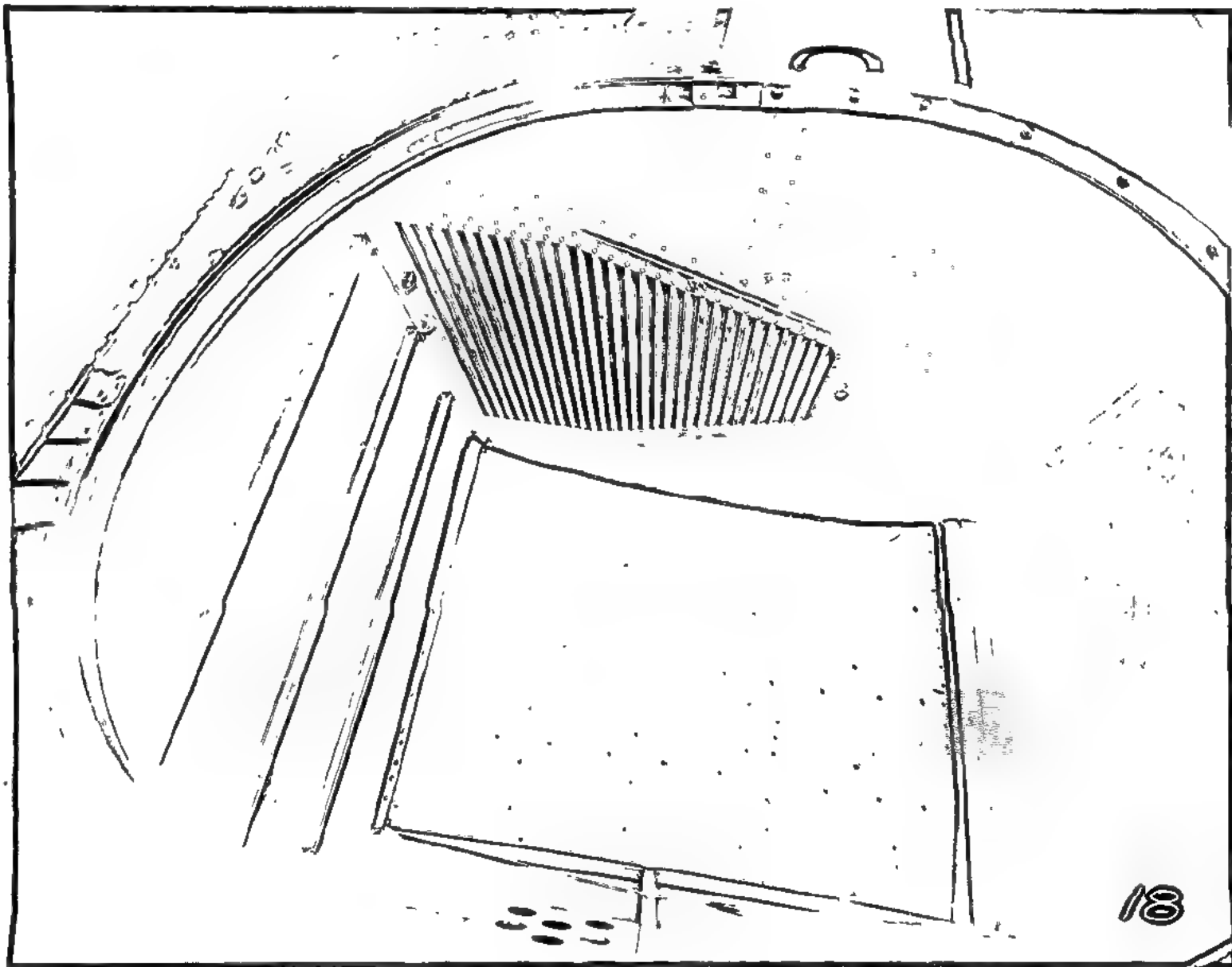


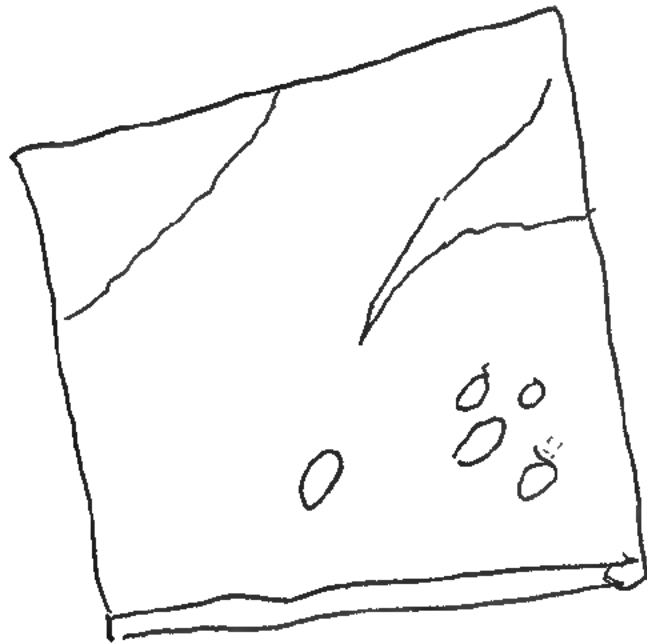
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MODEL 247

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NATIONAL AIR TRANSPORT, INC.
CHICAGO, ILLINOIS



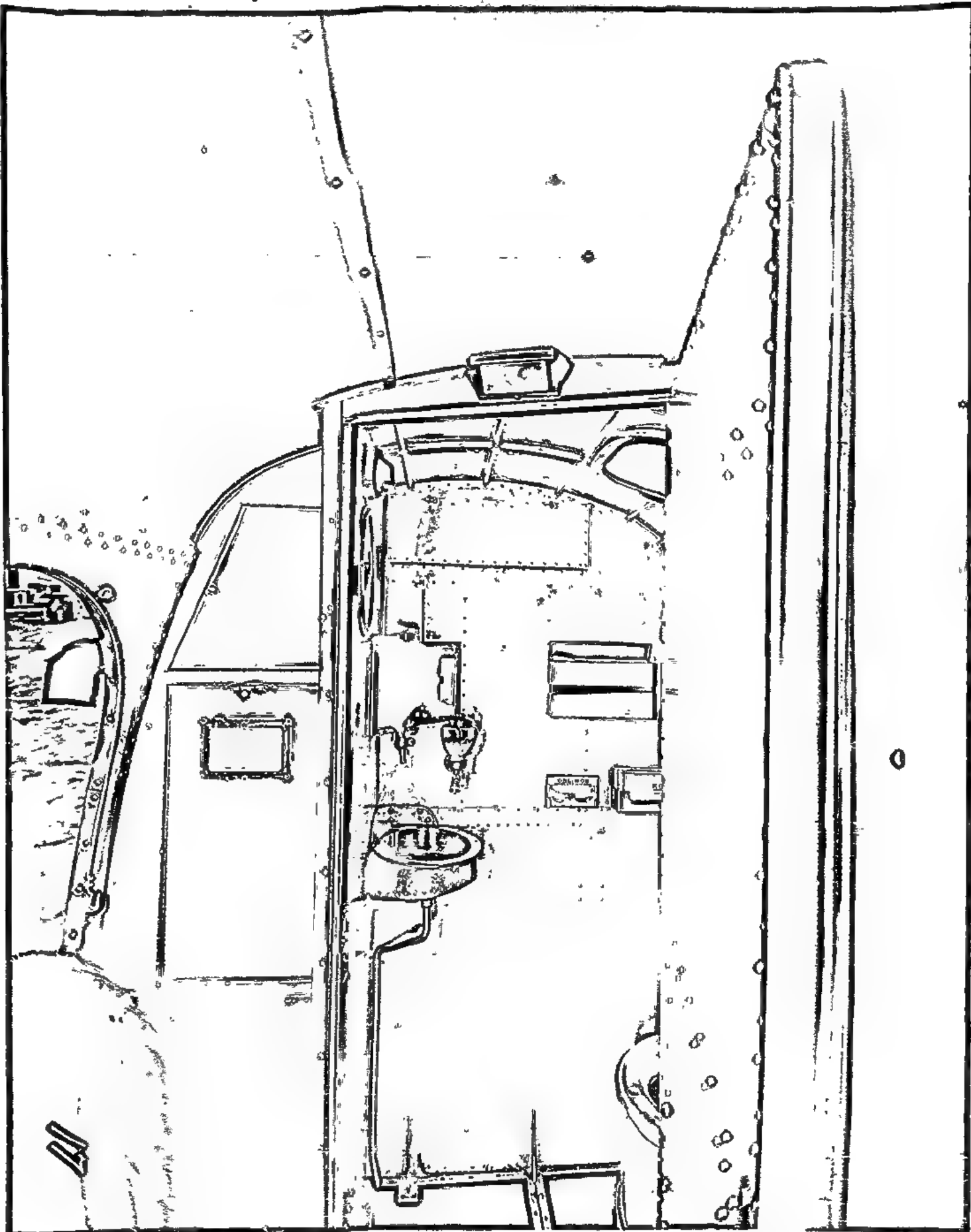
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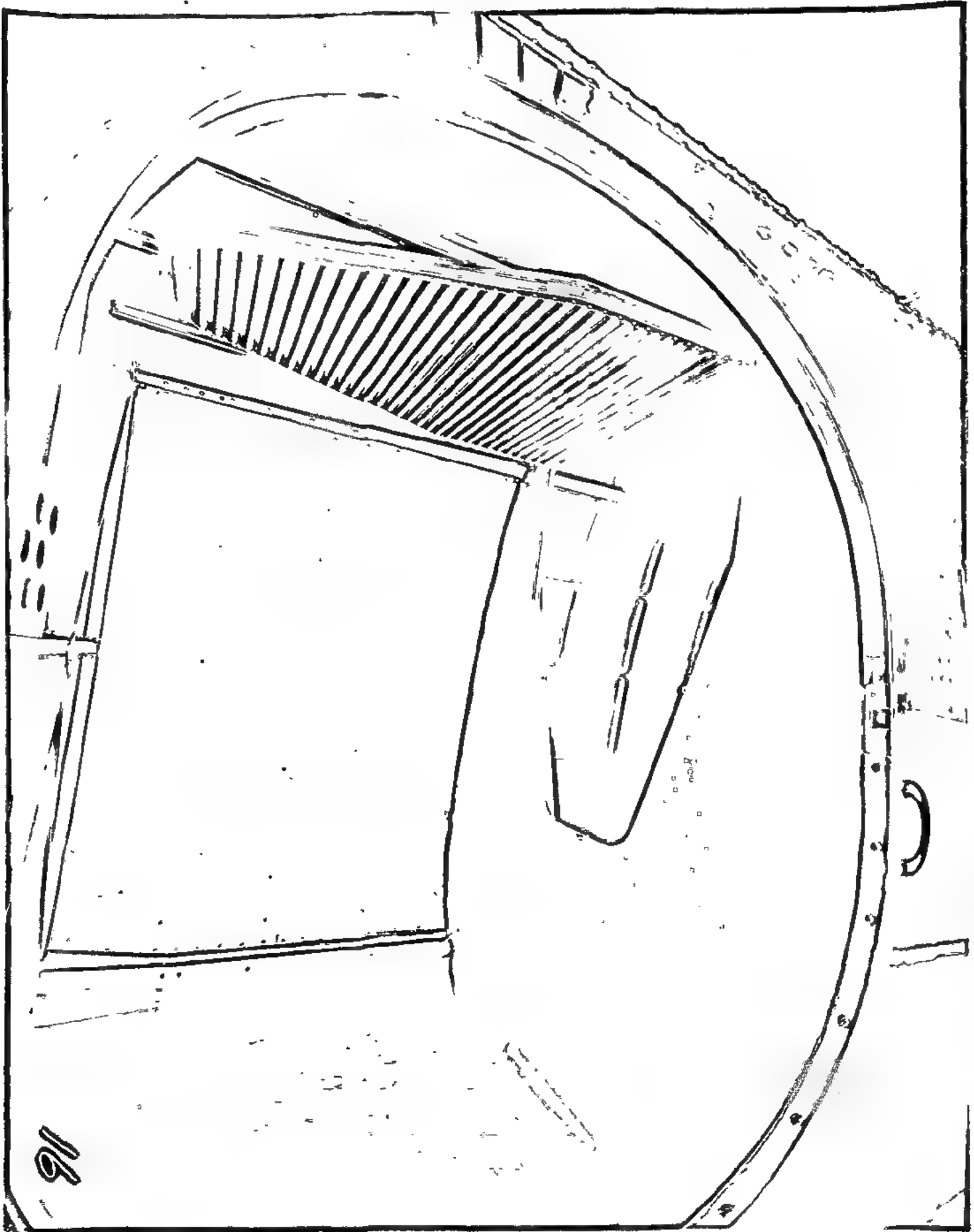




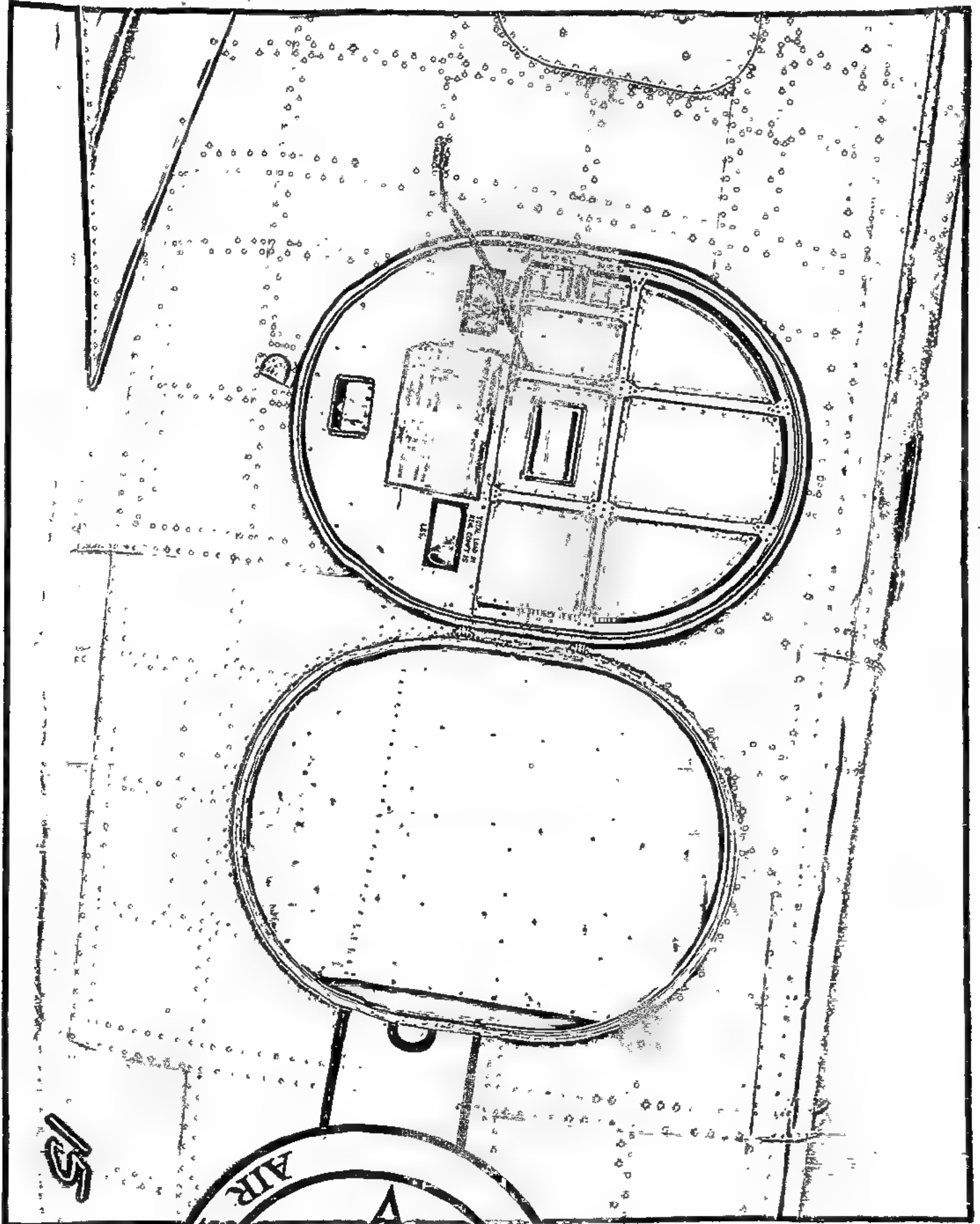
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UNITED AIR LINES PHOTO





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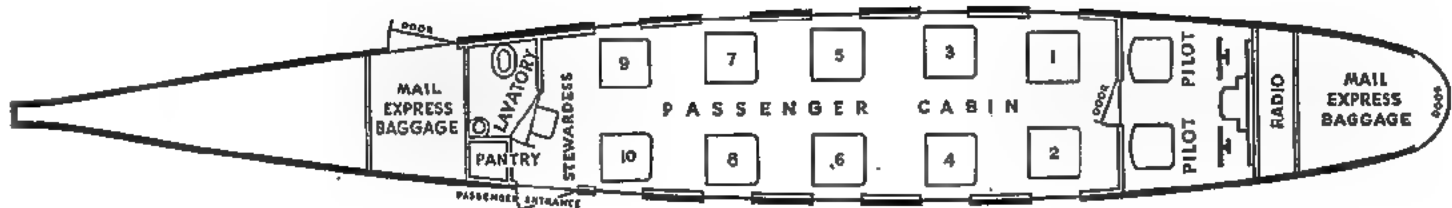
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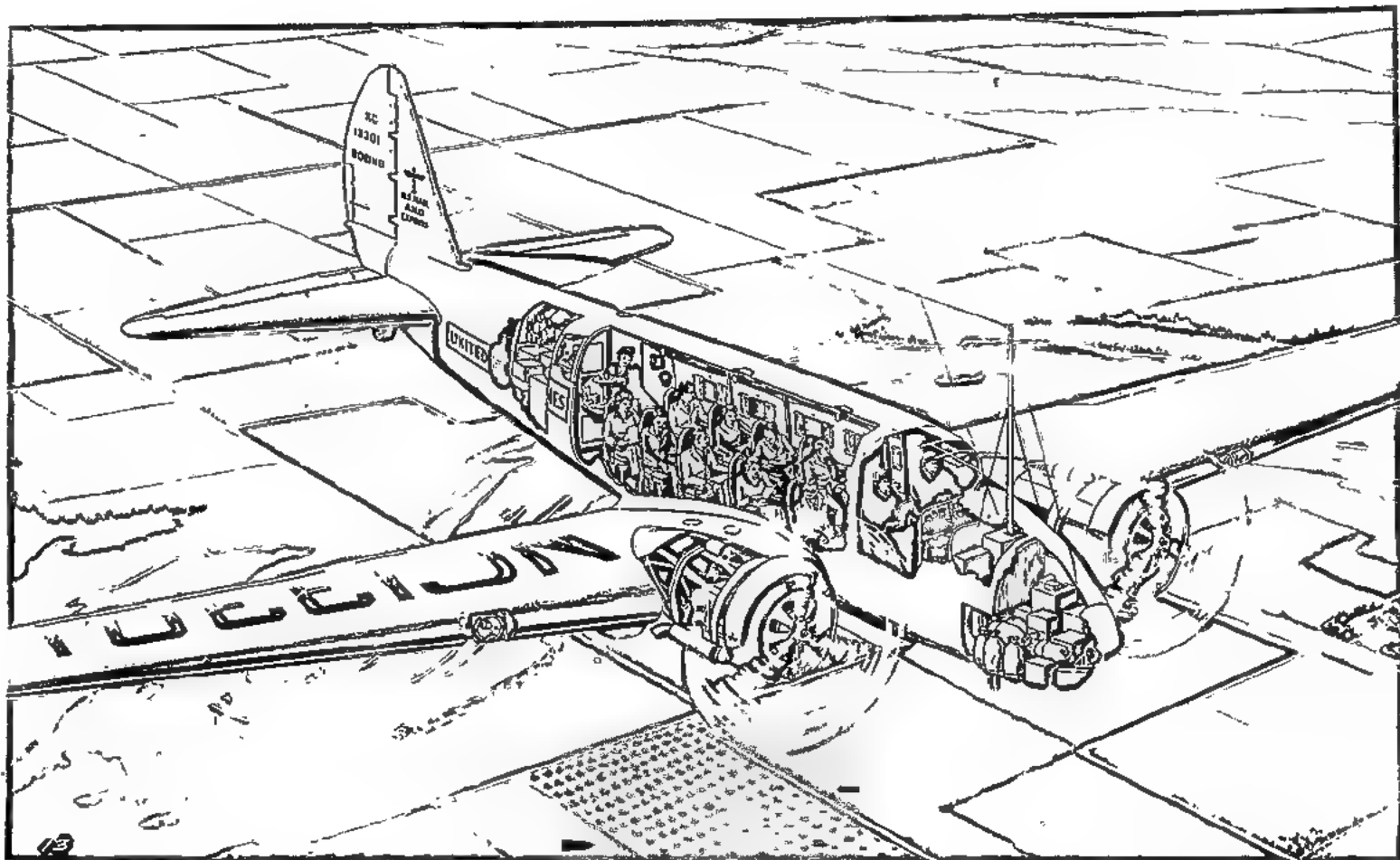
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Please credit:
UNITED AIR LINES PHOTO



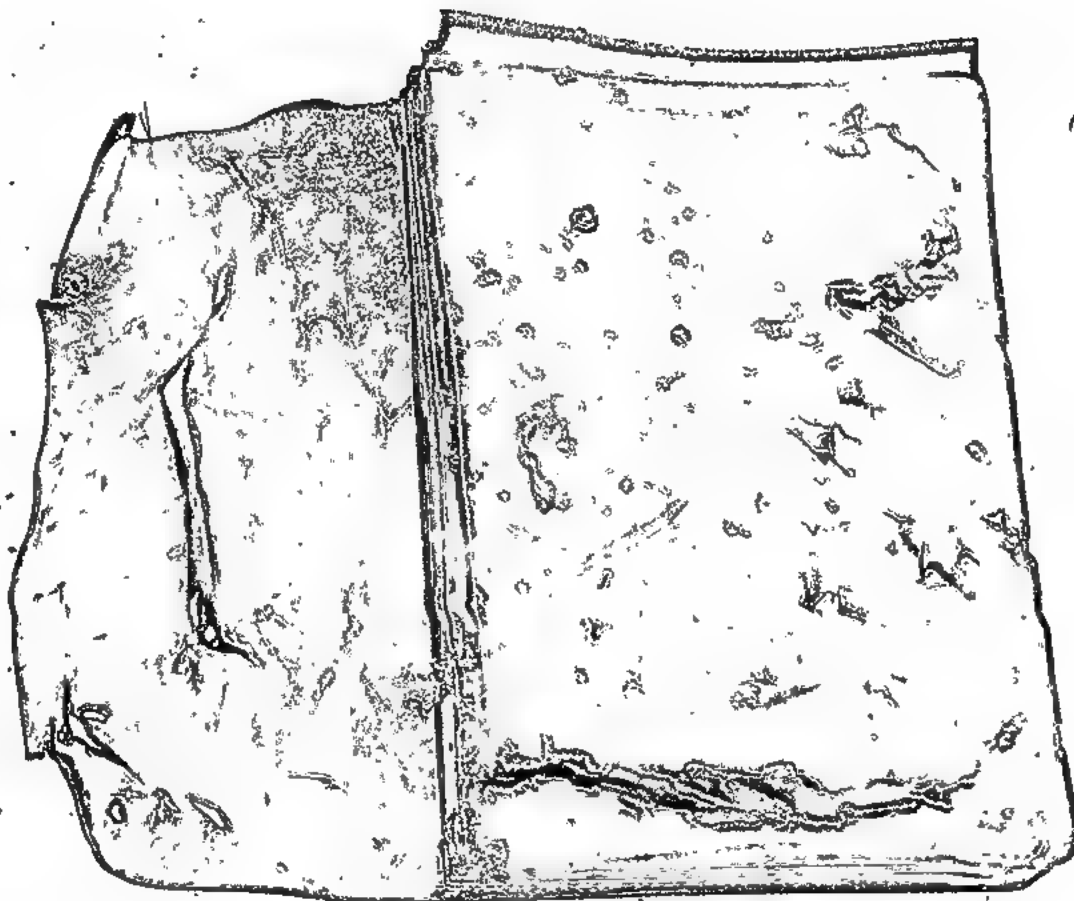
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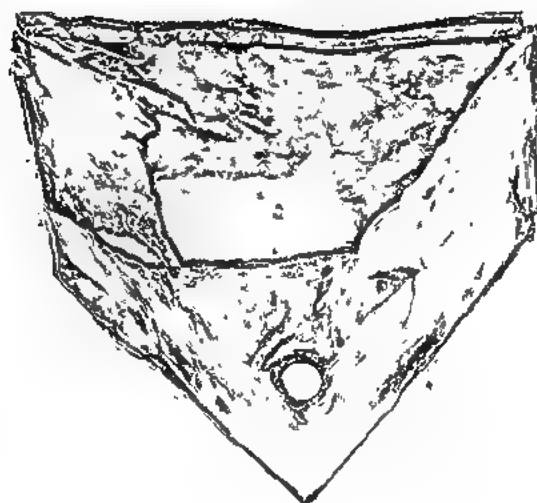
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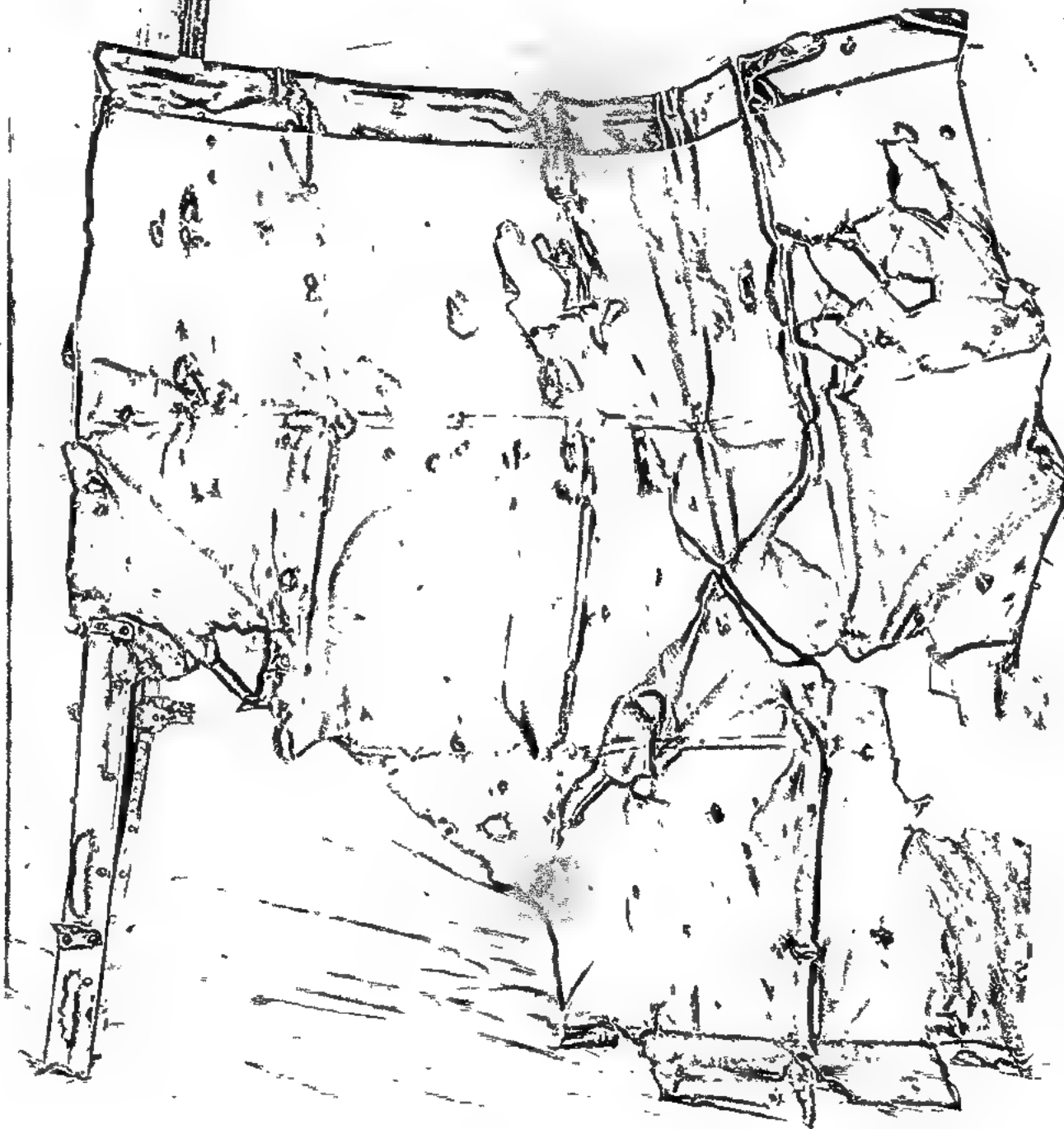
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62-29755-40

straightened up



6

9.

Right side wall lining of
Rear baggage compartment
See location marked on back of photograph #18

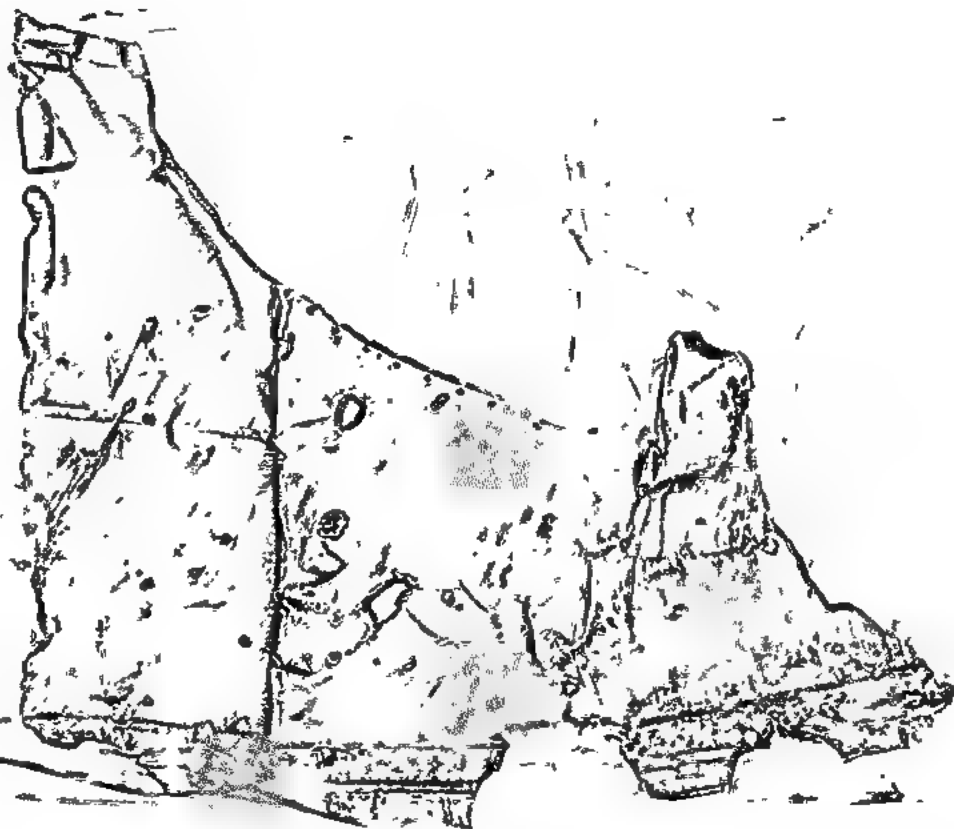
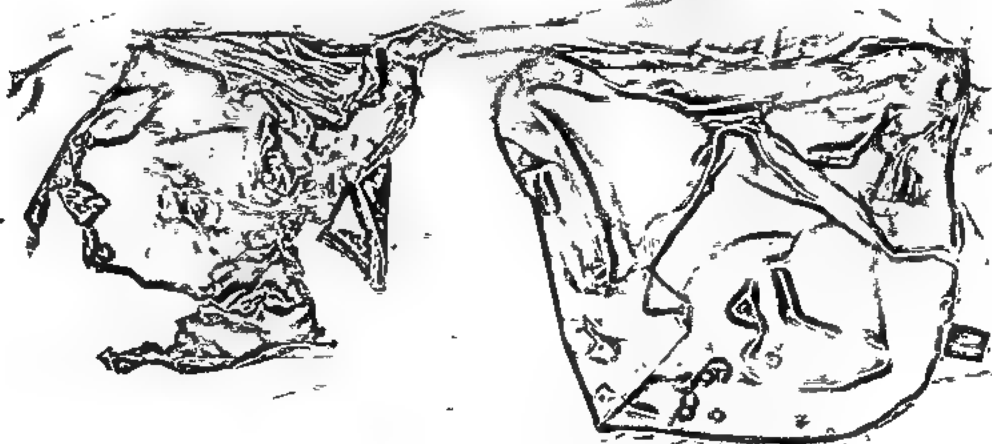
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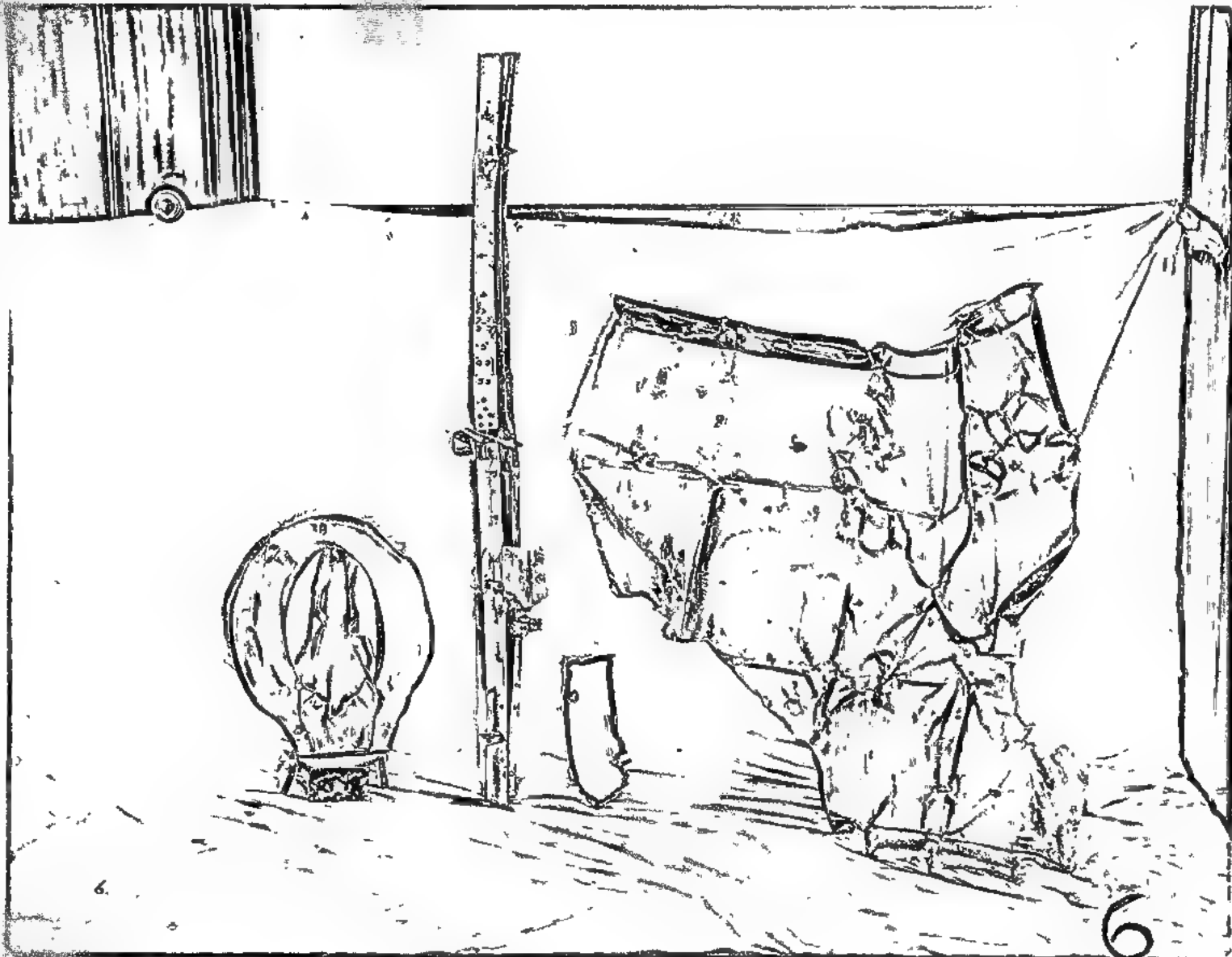


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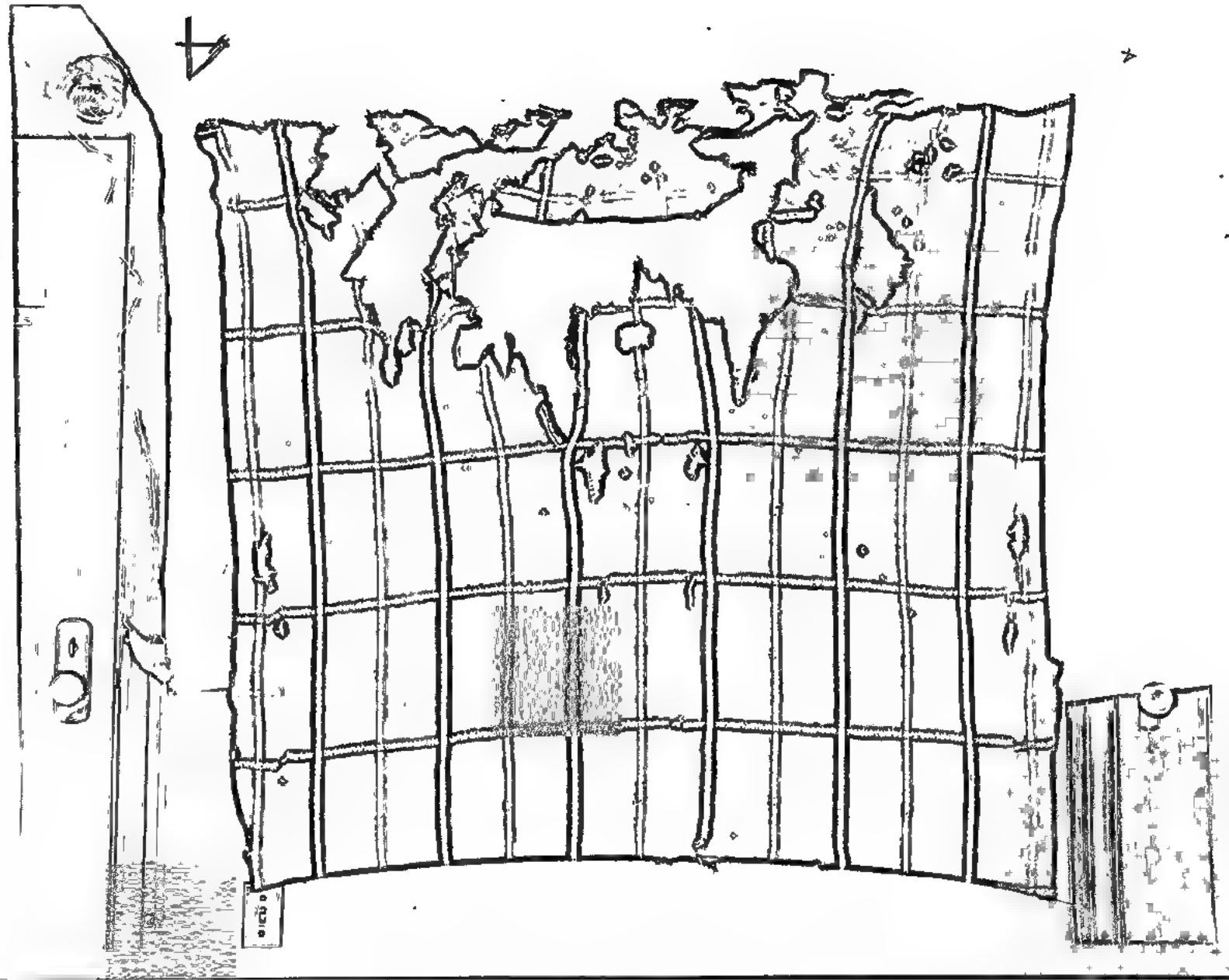
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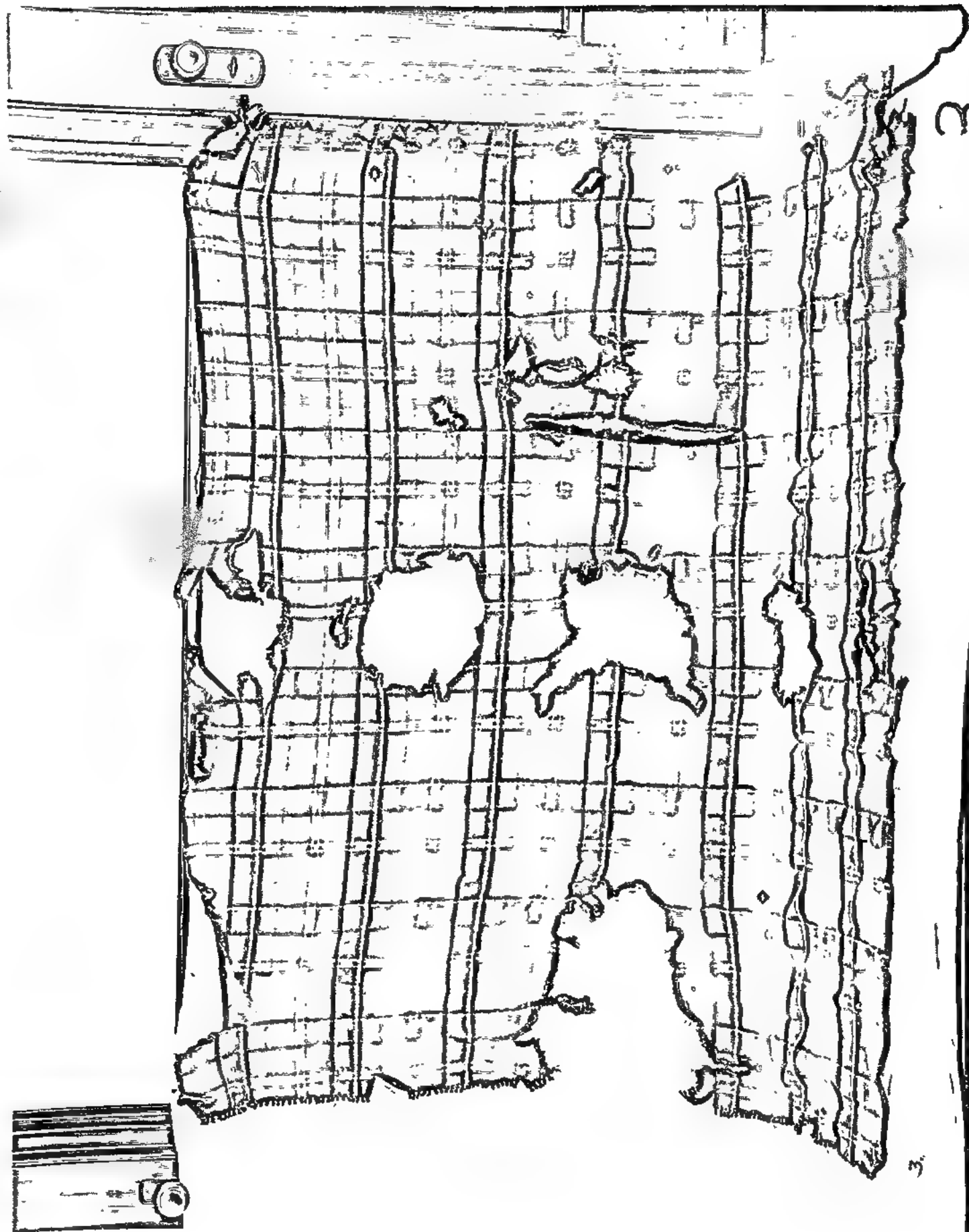
8 & 9 the same
but sharp bend at

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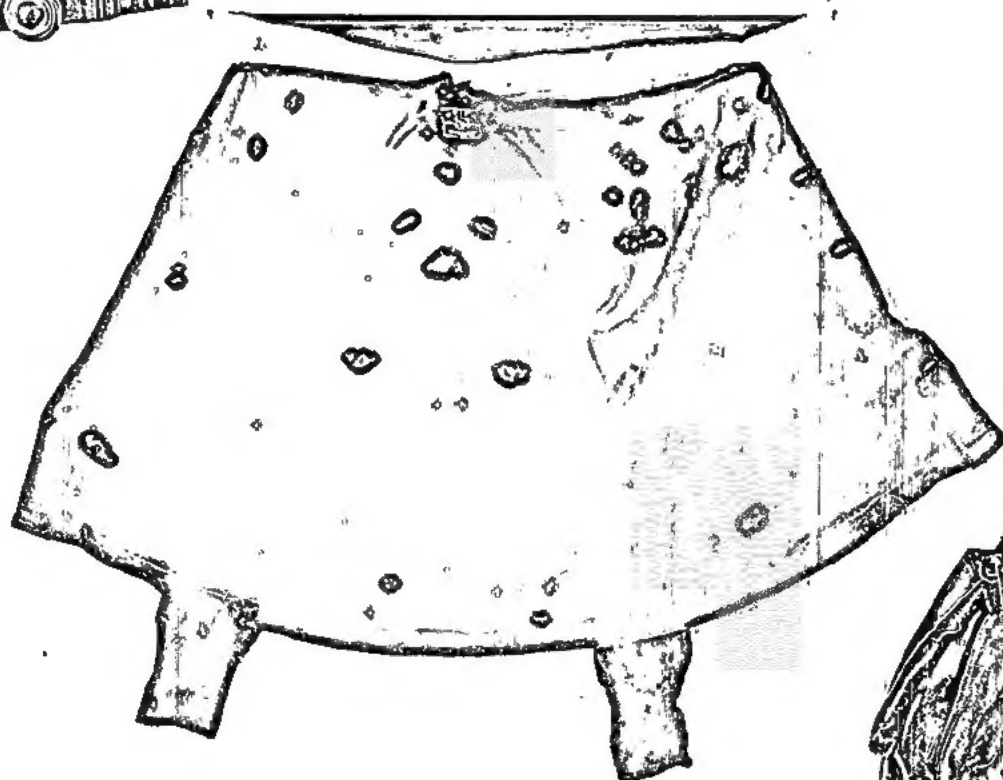




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